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SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.

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SATURDAY, OCTOBER 4, 1890.

[For Transmission
Abroad as a Newspaper.] ONE PENNY.

FISHERMEN who wish to improve their condition
and protect their interests should at once join

THE NATIONAL FEDERATION OF FISHERMEN OF GREAT BRITAIN & IRELAND

before the present small entrance fee of 1s. is raised.

This Federation has been formed by the amalgamation of the Hull Trawl Fishermen's Protective Society, the Grimsby Fishermen's Trade Union, the Grimsby Fishermen's Protective Society, and the Shields Local Protective Society. The chief objects of the Federation are:—

1. To improve the condition and protect the interests of all classes of deep-sea and river-side fishermen ashore and afloat.
2. To endeavour to improve the share system, and to obtain reasonable hours of duty while in port, and to maintain fair rates of wages.
3. To assist members whose interests have been damaged by reason of prominent services rendered to the Federation.
4. To afford legal assistance either as plaintiff or defendant to any member of the Federation in respect of any matter arising out of his employment as a fisherman ashore or afloat, including claims for wages, damage for breach of contract, compensation for injuries, claims for salvage, alleged liability for negligence or misconduct involving loss or forfeiture of wages, or involving penalties, and all claims and liabilities either under the Merchant Shipping Act, or any other Act or Acts of Parliament, and to provide for the maintenance of members detained on shore until their cases are tried if such detention be verified by the Branch Committee.
5. To use every effort to provide for the safety of all classes of fishing vessels and their work; in order to prevent loss of life at sea.
6. To provide a better class of men for the fishing industry as far as possible.
7. To provide funds for the relief of members in sickness or temporary disablement, and for their respectable interment. The forming of such Sick and Funeral Fund to be left entirely optional with the respective Branches.

Contribution 3d. per week.

All British fishermen not less than 20 years of age, who can prove four years' service as British fishermen, are eligible as members.

Branches of the Federation are being established at all fishing ports of Great Britain and Ireland. Full particulars may be obtained from the general secretary, Mr. Geo. Henry Goodinson, at the head office, 60, Orwell-street, Great Grimsby, or from any of the following Branches:—

ABERDEEN.—R. Bond, 50, St. Clement-street, secretary.
GRIMSBY (No. 1 Branch).—R. Frayne, Unity House, Kent-street.
GRIMSBY (No. 2 Branch).—J. Leeming, Fishermen's Club Room, Fish Dock-road.
HULL (Branches Nos. 1 and 2).—T. C. Taylor, St. Andrew's Hall.
LEITH.—Chas. Baker, 15, Victoria-place, Trinity.
LOWESTOFT.—S. Bagshaw, 19, Chapel-street.
RAMSGATE.—Geo. Clark, Boundary-road.
SOUTH SHIELDS.—C. H. Cook, 157, Livingstone-street.
YARMOUTH.—A. Farrington, Church-road, Gorleston.

N.B.—Fishermen desirous of forming Branches at other ports are requested to communicate with Mr. Geo. Henry Goodinson, 60, Orwell-st., Great Grimsby.

THE SEAMEN'S CONGRESS.

On Monday morning next the annual general meeting of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland will be opened at the Waterloo Rooms, Glasgow, by the honoured president, Mr. Samuel Plimsoll, whom all seamen and friends of seamen will rejoice to see in that position. Although this is but the second annual meeting of the Seamen's Union since it really became National, the marvellous progress which that organisation has made in so short a time will be the subject of general comment. That, indeed, has received so much comment already that we need do no more than merely refer to it. The chief novelty of this year's gathering is that it is not merely the annual meeting of the National Seamen's Union of Great Britain and Ireland. It is something more than that. It is an International Congress of seamen. Mr. Plimsoll, on behalf of the British Union, will have to welcome delegates from the Eastern and Western States of America, from Australia, from New Zealand, and from various ports of the Continent of Europe. For this reason alone, that seamen of so many countries will be represented, the meeting will be the most notable assemblage of seafaring men ever collected in this or any country, and no man more worthy of the honour of presiding over such a gathering could have been found than the veteran champion of the seamen and President of the British Union—Mr. Samuel Plimsoll, who will doubtless have a reception worthy of his invaluable and self-sacrificing labours in the cause of our class. So, also, will Mr. J. H. Wilson, the general secretary and chief architect of the Union, if able to be present, but we regret to say that, strong man as he is, Mr. Wilson's health has broken down under the Herculean labours imposed upon him, and that at this moment he is forbidden by the doctors to quit his bed, though it is hoped that he may be sufficiently recovered on Monday to be at Glasgow. Apart from the international character of the Glasgow Congress, the subjects with which it will deal are of such vital interest, not merely to seamen, but to the country, as to render the proceedings of the first importance. There is, for instance, the question of sanitation, or rather the unsanitary condition of most ships as regards accommodation for seamen. Then there is the question of undermanning—a subject of the deepest interest to all who go down to the sea in ships or have friends who do. Armed with the authority of Mr. Justice Butt, who has characterised this as the worst form of unseaworthiness, Mr. Plimsoll may be expected to deal forcibly with the question, as well as with that of deck-loading, which is also on the agenda, and it is to be hoped that the deliberations of the Congress will result in practical remedies being found for these and other crying evils. Other subjects for discussion are the proposed uniform scale of wages, and the federation of all Seamen's Unions. That good will come of the gathering, and that the delegates assembled will be able to throw much light upon the questions to be dealt with, there is no doubt, being, as these delegates are, the very pick of the seamen of the country, and men whom any city might be proud to welcome, though the Lord Provost of Glasgow, unlike the Mayor of Cardiff last year, has not thought fit to entertain the representatives of the chief industry which has made Glasgow such a great and thriving city.

FISHERMEN AND EXAMINING BOARDS.

We have had occasion to advert to the requirements regarding certificates of skippers and second hands of fishing boats; our reason, as then stated, being the complaints made through our paper as to alleged infractions of the law thereto. Attention has now been called, through our columns, to grievances in connection with the boards that sit to conduct the examination of the candidates for such certificates, at least at certain ports, the latest coming from Grimsby.

It is not our intention to discuss the merits of these examinations, which include such subjects as the rule of the road, colours, use of the lead, compass, charts, and the general duties of a skipper of a fishing boat, more especially as they seem adequate to show that a candidate passing the same possesses sufficient knowledge of the various duties he may be called upon to perform, and for the proper navigation of a trawler.

Besides the subjects necessary for the examination, candidates have to show a certain amount of previous service in the fishing trade; they have also to produce testimonials as to character and sobriety, experience, ability, and good conduct on board ship. Without these no person is allowed to be examined. It is unquestionable that the present regulations have not been arrived at without mature consideration, and the authorities seem to have used their judgment to the purpose of providing a competent trial of knowledge and skill without bearing too harshly on a hard-worked body of men upon whom the law has made it compulsory to obtain certificates or else to remain in an inferior position throughout their career.

The examiners have but one duty to perform, and that is the examination of the candidates in the prescribed subjects; finally, it remains with the Board of Trade to accept the service, testimonials, etc., and to issue the certificates.

Perhaps it is this limited power that causes the irascibility of one of the examiners complained of; and, indeed, the language attributed to him by a correspondent seems to point to a man who, having gained rewards of the world as a servant, when dressed in a little authority forgets the position in which he once served; has a yearning for despotic sway, to the detriment of his brethren, and all for his own vain glory. We meet his kind in all walks of life, but truly such an one is not a fit person to place in a position where moral fortitude should be the chief trait.

Now, let us observe how this examining board is formed: The Fishing Boats Act,

instead of naming any class as qualified specially to examine fishermen, empowers the Board of Trade to issue certificates under the Merchant Shipping Act of 1854, and also to make any rules under the 132nd Section of that Act. In accordance thereto we find that the Board of Trade have issued regulations that the examiners will be:—First: The examiner of masters and mates appointed under the Merchant Shipping Act, 1854, if there is one at the place.

No fault, we think, can be found in this appointment, for, looking to the prescribed subjects, an examiner of masters and mates for the home and foreign trades is also an admirable one for skippers, etc., of the fishing trade, as regards the former subjects of the examination.

In case there is not one of these at the place, then, in his stead, a principal officer of the Board of Trade or his assistant.

Second: A smack-master, or a person who has been a smack-master, and holds a certificate of qualification from the Board of Trade. These examiners (first and second) will be paid officials. They are appointed, we presume, under Section 132 of the Merchant Shipping Act, 1854, which enacts that no examiner shall be appointed unless he possesses a certificate of qualification, to be from time to time granted or renewed by the Board of Trade. Besides the two paid examiners, at places where there is no Local Marine Board the superintendent of the Mercantile Marine Office, or his deputy, and a smack-owner nominated by the owners of trawlers at the place, will be unpaid *ex officio* members of the examining board. The appointment of a superintendent of Mercantile Marine is also, we presume, made under Section 132 of the Act 1854, which says the Board of Trade may at any time depute any of its officers to be present, and assist at any examination. Also at Local Marine Boards the 131st Section, Act 1854, provides that any member of the board at the place where the examination is held may be present and assist at any such examination. The regulations also state that the examiner who has been a fishing smack skipper is to undertake the subjects of practical seamanship required in the management of trawlers, and any subjects specially applicable to the fishing trade.

It may be considered that the authorities have done their part satisfactorily, at any rate so far as regards the present times, and it will be for the Fishermen's Union to take action to ascertain if the regulations are carried out in their entirety, as well as to obtain the appointment of their members (certified skippers) on such boards as paid members.

At the same time, we may suggest the advisability of taking steps with a view of placing one of their members on the Local Marine Board at any fishing port where there is such a board. The necessity is apparent, seeing that these boards have power to hold inquiries and deal with the certificates of fishermen. Where there are no vacancies, just at present, for Board of Trade nominees to serve on Local Marine Boards we have no doubt that those Marine Board members of the Sailors' and Firemen's Union will also have a "weather eye" to the interests of their Union brethren, the fishermen.

THE general strike of coal labourers which broke out at Gibraltar on Sept. 24, has now terminated, and the men have resumed work.

THE DOCK LABOURERS' UNION.

FIRST ANNUAL CONGRESS.

Mr. Tom Mann presided over the first annual Congress of the Dockers' Union at the Great Assembly Hall, Mile End, on Tuesday, Sept. 30, and John Burns, Ben Tillett and Clem Edwards were beside him. About 60 delegates were there. The congress was private with the exception of the president's address, which Mr. Mann delivered:—"Fellow workers," he began, giving the delegates a hearty welcome, and explained why it had been resolved to hold the meeting in London. Delegates were present from Bristol, Portsmouth, Cardiff, Swansea, Hull, and each of the other big seaports and from other industries. Since the strike ended honest effort had been put forward and good work done. Of the London members of the Union half had got an advance of 7s. a week in wages, and the other half an advance of 3s. 6d. The 24,000 men comprising the membership were

GETTING £300,000 A YEAR MORE

in wages. These figures squared with Norwood's statements. And the abolition of the contract system was of even greater importance. The educational advantages brought about by combination, discipline, and subordination were of no less importance. There was no loitering around outside dock gates now. Tom spoke about the other good things which had come from the great labour awakening of the dock strike, not only in London but all over the country. From Northfleet, from Bristol, Swansea, Plymouth, Dundee, and other places there were good reports. Everything where good had come the executive had insisted always on full discussion before resorting to stern measures. As to the attitude of the employers, the speaker repeated that he for one rejoiced that Dock Boards everywhere were now taking steps

TO ORGANISE THEMSELVES AGAINST LABOUR.

But he did not fear their organisation; he welcomed it. He did not chafe over their poor success in organisation so far. He wished them better success, because the better the forces were organised in two great bodies of employers and employed, the better would be rooted the order to which they were looking forward to supersede the present state of chaos. He laid much stress on this idea, pointing out how hopeless it was to talk about boards of arbitration or conciliation when there was no organisation which made them possible on the side of the employers. But if the employers organised, it was necessary for the Union to organise still more. Strikes which could be settled for a few pounds when the masters had no organisation would cost thousands now. Labour must be on an equal footing with organised capital, as they valued what they had gained and hoped for more. There was much good missionary work to be done. There was ammunition to be stored up. A levy of 1 per cent. on the dock capital would raise £50,000. The dock labourers should be in a position to cope with possible organisation of employers with such a sum at their backs. It might even be that some fuller organisation would be necessary. Then he went on to picture the establishment of a competent

JOINT COMMITTEE OF ARBITRATION.

He impressed on the delegates the necessity of enforcing the strictest discipline, and to denounce unauthorised cessation of work by small bodies of men. There must be absolute discipline. Honest work for fair wages was another motto he put to them. He went on to enumerate some of the subjects which they would be called on to consider. Amongst these was the reduction of the hours of labour. The resolution at the Trade Congress was only the affirmation of a principle. "But we must

NOT WAIT FOR PARLIAMENT."

said the speaker; "we must, at the earliest opportunity, insist upon all our members having a Saturday half-holiday and a 48-hour week." There was loud applause at this, and Mr. Mann went on to show how this would bring the multitude of the workless into the army of organised labour. He briefly referred to the Australian strike, and was led again to say something of the establishment of boards of arbitration. He was entirely in favour of them, he said, but he was not favourable to scratch committees composed of philanthropists and politicians, but of genuine arbitration boards representing directly the masters and the men. So far the most serious difficulty had been the refusal of the masters to recognise Unions, as at Southampton. It was cheering to see how Unions were beginning to be recognised, and he would say to employers

"RECOGNISE THE UNION

and its members duly, and in return the executive will guarantee the work shall proceed harmoniously, that pettifoggish disputes shall be immediately stopped, and that honest work shall be performed. To those who have entered into such a compact the members of the Union had given the utmost satisfaction." Tom ended thus:—"And now, comrades, in conclusion, let us remember that our possibilities for good or harm are very great; that the task in which we are engaged—that of organising and educating in industrial economics those who have in many instances been

SHIRKED BY SOCIETY,

is a work demanding the best qualities of men. Let us pursue a manly course fearlessly, altering our opinions as often as our evidence demands that we should. Let us endeavour to be not weary of well doing, to expect criticism, even abuse from those whom we strive to serve. At least we have the satisfaction that our efforts in the past have made homes brighter and lives nobler, and that what we are striving to accomplish many others in our own and other lands are also striving to accomplish; that we are not alone in the fight, but that now more than ever before it is true that the workers are throwing off their old apathy. They have been

AWAKENED

to a realisation of a brighter life, of a more humane existence. And to be permitted even to engage in the glorious work of the social emancipation of the workers from the old slavery of commercial despotism is indeed a privilege. And my own earnest hope and prayer is that the Dockers' Union, which has at least justified its existence so far, shall never be second in the race after all that is lofty, pure, and just." After a few words from Ben Tillett the Congress proceeded, with closed doors, to the discussion of business.

The sittings of the Congress were resumed at the Great Assembly Hall, Mile-end, Oct. 1, Mr. Tom Mann, the president, in the chair. On the motion of Mr. Munro (Dundee), seconded by Mr. Moloney (Northfleet), the following resolution was unanimously passed: "That this meeting of delegates of the Dock, Wharf, Riverside, and General Labourers' Union express our heartfelt sympathy with our Australian kinsmen in their present struggle, and rejoice in the

DETERMINED STAND

they have made, and the prospects of a speedy and satisfactory settlement; and hereby pledge ourselves to continue to support them financially so long as they require our aid. We further instruct our secretary to cable to Australia conveying our greetings and wishing them success." Mr. Davis (Swansea) moved, and Mr. Davis (Newport) seconded: "That this meeting of delegates pledge itself to further the establishment of Boards of Arbitration, but considers that the only sound basis for such boards is by the election of representatives from properly organised employers' associations on the one side, and representatives of bona fide trade organisations on the other; but urges upon the members the necessity of being very cautious in entrusting negotiations to men not representative of the interests at stake." In the course of some discussion, the president said they did not want conciliation boards, which might look as if the Unionists were

BACKING DOWN.

They required arbitration, and wished it to be generally known that if the occasion arose they were not afraid to fight, however much they deprecated a strike. The resolution was carried. On the subject of co-operation—in the meaning that the Dockers' Union should become sub-contractors to the Dock Companies for the discharge and storage of cargoes—it was decided that wherever possible in the provinces co-operation should be encouraged, while as regarded London the question should be discussed with a view to action being taken at the next annual Congress.

A DOCKER AWARDED £120.—At the City of London Court on Sept. 25, before Mr. Commissioner Kerr, the case of Ryan v. Bedford, Smith & Co. was heard. It was an action brought under the Employers' Liability Act to recover damages for personal injuries sustained. In June last, the plaintiff, who was a docker, was engaged in the loading of the *Balmoral Castle* in the Albert Dock. He was knocked into the hold and seriously injured; the alleged cause of the accident being the negligence of the defendants' foreman and the defective and dangerous condition of the plant. After a long hearing the jury found a verdict for the plaintiff, damages £120.

DEATH ROLL.

The following is a list (just issued) of names and other particulars of British and Irish seamen whose deaths have been officially reported during August, 1890. (It does not include foreigners.) First the seaman's name is given, next his age, rating, birthplace, cause of death, date of death, and the name of the ship to which he belonged. If he had left the ship at the time of his death her name is printed in italics in this roll.

- Adams, John, 19, A.B., Aberdeen, drowned (decks swept), April 12, South Pacific, Inchcape Rock.
- Adams, William, 54, master, Dundee, natural causes, Aug. 3, Maud.
- Addison, Alexander, 57, A.B., Cullen, supposed drowning; vessel missing; supposed Jan. 24, North Sea, Nereid.
- Aldridge, Richard, 22, A.B., Epney, Gloucester, drowned (boat capsized while being hoisted on board), Aug. 8, Padstow Harbour, William and Martha.
- Allen, John, 19, engineer's steward, South Shields, consumption, May 7, Singapore, Ossian.
- Amos, John, 51, June 28, Baltimore, *Baltimore*.
- Anderson, William, 23, 2nd mate, Dundee, washed overboard, May 12, sea, County of Caithness.
- Archer, Joseph, 42, master, Liverpool, paralysis, Oct. 29, sea, Pythomene.
- Armour, William, 41, master, Glasgow, drowned (decks swept), April 13, South Pacific, Inchcape Rock.
- Ashcroft, R., 25, fireman and trimmer, Liverpool, June 5, at sea, Diomed.
- Attrell, William, 20, A.B., British, drowned (accidentally fell overboard), July 19, sea, Gleadowe.
- Baird, Robert, 41, steward, Dundee, killed (decks swept), April 12, South Pacific, Inchcape Rock.
- Barneutt, Richard, 20, A.B., Par, fell into hold (from the topsail yard), June 26, Brooklyn, Landskrona.
- Barr, James, 60, master, Alloa, intestinal obstruction, July 26, sea, John Elder.
- Bartlett, Henry, 32, sailmaker, Dublin, gastric fever, July 1, hospital, Saigon, Blair Athol.
- Batista, John, supposed Barbadoes, acute phthisis, March 5, 1889, hospital, New York, Josephine.
- Beck, Gust, A.B., unknown, supposed drowning; vessel missing since March 16, after leaving New York, Bayswater.
- Beckett, John, intermittent fever, June 9, Government Civil Hospital, Hong Kong, Glengarry.
- Bell, John, 27, boatman, British, drowning, July 24, off Scarborough, Ellen.
- Bellhouse, E., 22, 3rd mate, Crosby, drowned by swimming (River Hooghly), May 11, Calcutta, Khyber.
- Billson, Benjamin, master, supposed drowning; vessel supposed foundered about July 5, near Ostend, Matilda.
- Black, James, 46, chief engineer, Renfrew, apoplexy, July 31, Tagus, Lisbon, Britannia.
- Blackman, George, 18, Southampton, diphtheria, July 13, 267, Northumberland-road, Southampton, Jason.
- Blair, George, 48, donkeyman, Aberdeen, vessel missing since March 16, after leaving New York, Bayswater.
- Blacks, Wm., 44, A.B., Germany, Aug. 9, sea, Harbinger.
- Bonhomme, Wm., 30, 2nd mate, North Shields, vessel foundered, April 18, off the Spurn, Julia Wiener.
- Bowles, Thomas Wm., 29, skipper, English, drowned, vessel foundered after collision, Aug. 17, North Sea, Turquoise.
- Boyce, Mark, 43, steward, Dover, vessel missing since March 15, after leaving New York, Bayswater.
- Brown, J., fireman, drowning (vessel foundered), April 18, off the Spurn, Julia Wiener.
- Browne, John, 50, mate, Boston, U.S.A., fell overboard during a heavy sea, Jan. 22, sea, Alpha.
- Brydon, J. W., 17, apprentice, Carlisle, washed overboard, April 1, sea, Crummock Water.
- Buckingham, Thomas, 32, fireman, South Shields, accident while on shore, July 25, Algiers, Alphonse Farran.
- Bull, Pat, 30 or 37, A.B., St. John, N.B., May 25, Buenos Ayres, (Dis. Dec. 20), *Heliades*.
- Burnitt, Joseph, 31, master, Knottingley, vessel missing, supposed Mar. 7 or 8, 1889, English Channel, Helena.
- Burns, Thomas, 21, trimmer, Liverpool, Aug. 1, sea, Texan.
- Byrne, Patrick, 30, cook, co. Down, heart disease, July 22, New Orleans, Costa Rican.
- Caldwell, John, 30, carpenter, Aberdeen, vessel missing since Mar. 16, after leaving New York, Bayswater.
- Campbell, Donald, 50, A.B., Stornoway, drowned (vessel wrecked), June 3, Point Ascension, Dinapore.
- Campbell, John, 37, A.B., Warren Point, washed overboard, May 12, sea, County of Caithness.
- Cann, M., 45, A.B., Exeter, Nov. 3, Cape Town, Coptic.
- Cappie, Thomas, 24, boatman, British, drowning (total foundering), July 24, off Scarborough, Ellen.
- Caulfield, Jas., 49, 2nd hand, Dublin, drowned (vessel sunk, collision), July 23, off Lambay, Sarah.
- Cavanagh, John, 45, fireman, Wexford, cardiac syncope, following heat exhaustion, Aug. 1, at sea, City of Berlin.
- Chapman or Shapman, George, Dec. 11, at sea, Carl Laik.
- Chisholm, K., Sydney, N.S.W., Eliza.
- Clancy, Jerome, 41, A.B., Glasgow, supposed drowned, Feb. 9, San Francisco, Olan Buchanan.
- Clarke, George Henry, 17, apprentice, Devon, drowned, knocked overboard by the foresail, Aug. 15, English Channel, Search.
- Clark, J., 26, O.S., Australian, pneumonia, April 22, Long Island, College Hospital, New York, Columbia.
- Climo, John, 50, cook and steward, English, died suddenly, July 10, River Thames, Lydia Cardell.
- Coe, O., pantryman, July 9, Somerset Hospital, Cape Town, African.
- Coil, J., fireman, drowned (vessel foundered) April 18, off the Spurn, Julia Wiener.
- Conway, Joseph, 23, fireman, British, drowned while bathing, Aug. 3, Leighorn Harbour, Hilda.
- Colville, Hugh, 30, master, S. Shields, drowned (ship foundered) April 18, off the Spurn, Julia Wiener.
- Cook, William, 22, mate, Marazion, supposed drowning, vessel missing since Oct. 6, sea, R. H. G.
- Collins, Edward Patrick, 18, apprentice, Dublin, drowning (overbalanced himself during a squall) June 10, sea, Greta.
- Cooney, Timothy, 28, fireman, Cork, supposed drowning (total collision) Feb. 19, off Lundy, Higbata.
- Cowie, Peter, 33, A.B., Peterhead, supposed drowning, vessel missing since March 16, after leaving New York, Bayswater.
- Cox, Nisbet, 30, engineer, S. Shields, supposed drowned, Aug. 24, sea, Troutbeck.
- Coyde, Wm. George, 26, fisherman, 3rd hand, Grimsby, drowned (fell overboard while unhooking tackle) Aug. 22, North Sea, Mayfield.
- Crangle, Patrick, 50, master, Killough, accident (on board ship) June 10, Quebec, Awaranth.
- Cregan, John, 28, A.B., Liverpool, killed by falling from aloft, fractured skull, Feb. 12, sea, Grey-stoke Castle.
- Cruikshank, G. M., 36, cook, Aberdeen, supposed drowning, vessel missing since March 16, after leaving New York, Bayswater.
- Cullen, R., 28, A.B., Dublin, diarrhoea, Sept. 18, hospital, Manila, General Domville.
- Cunningham, George, 33, steward, Liverpool, apoplexy, Aug. 1, New York, Majestic.
- Cunningham, John, 58, 1st engineer, Jarrow, supposed heart disease, July 3, Monkwearmouth, Melbourne.
- Daly, Jas., 46, skipper, supposed Galway, drowned (collision), July 23, off Lambay, Sarah.
- Daly, T., A.B., unknown, vessel missing since March 16, after leaving New York, Bayswater.
- Davies, Thomas, 40, Aberayron, washed overboard and drowned, April 1, sea, Crummock Water.
- Davison, J., fireman, unknown, vessel missing since March 16, after leaving New York, Bayswater.
- Dick, James, 20, fisherman, Thurso, vessel missing, supposed June 25, Pentland Firth, Jessie and Margaret.
- Dobbie, William, 19, O.S., Aberdeen, drowned vessel wrecked, Jan. 25, off Montrose, Sarah Mills.
- Doddlemon, Bertin, 21, A.B., Holland, killed (decks swept), April 12, South Pacific, Inchcape Rock.
- Douglas, R., lampman, drowning (vessel foundered), April 18, off the Spurn, Julia Wiener.
- Downie, Walter, 43, chief officer, British, heart disease July 15, Arlington.
- Driscoll, Martin, 21, A.B., Dungarvon, drowning, March 29, sea, County of Caithness.
- Dryden, Richard, 27, fisherman, English, drowned, Aug. 14, North Sea, Sarah Jane.
- Dubois, Frank, 46, carpenter, Canadian, Montreal, June 18, sea, Loch Linnhe.
- Eames, Thomas, 31, fireman, London, hæmorrhagic small-pox, July 31, Colonial Hospital, Gibraltar, Godalming.
- Earle, William, 37, 4th hand, Great Yarmouth, drowning, July 22, North Sea, Rival.
- Edgar, Alexander, 50, assistant steward, Edinburgh, apoplexy, July 21, Hardanger Fjord, Norway, St. Sunniva.
- Edwards, William, 33, fireman, Carnarvon, supposed to have gone over the ship's side, drowned, May 22, sea, Knight of St. George.
- Elder, Henry, 58, fisherman, Ray, Sutherlandshire, supposed drowning, vessel missing, supposed June 25, Pentland Firth, Jessie and Margaret.
- Erskine, Ebenezer Allan, 16, apprentice, British, Edinburgh, fell into the hold, Oct. 4, Newcastle, N.S.W., Craigerne.
- Evans, David, 36, A.B., Aberavon, S.W., dysentery, June 2, sea, City of Liverpool.
- Evans, Owen, 50, A.B., British, killed by falling derrick, Aug. 9, Bidar.
- Farrow, W., 25, greaser, London, fever, April 11, New Somerset Hospital, Cape Town, *Cowland*.
- Findlay, R., 33, fireman, Aberdeen, vessel missing since March 16, after leaving New York, Bayswater.
- Flatman, William, 17, cabin boy, Yarmouth, drowned, vessel foundered after collision, Aug. 17, North Sea, Turquoise.
- Flinn or Flynn, Frank, 26, A.B., New York, washed overboard, May 12, sea, County of Caithness.
- Forster, Thos., 42, quartermaster, Liverpool, phthisis pulmonalis, June 4, Port Said, Nubia.
- Foster, Walter, 29, Bermuda, fever, May 10, sea, C. W. Jones.
- Fox, Henry, 29, fireman, Philadelphia, heat apoplexy, July 16, Persia.
- Fraser, Alexander A., 26, A.B., London, drowned; fell or was washed overboard, June 30, sea, Ainsdale.
- Friehold, William, 47, master, Jersey, supposed drowning; vessel missing since Mar. 8, firm.
- Gardiner, George, 23, cook and A.B., Cullen, supposed drowning; vessel missing, supposed Jan. 23, North Sea, Nereid.
- Garvey, John, 21, seaman, British, slipped and fell overboard, Aug. 1, River Thames, Spirit.
- George, John, 37, 1st engineer, Aberdeen, vessel missing since Mar. 16, after leaving New York, Bayswater.
- Gordon, James, 37, seaman, Glasgow, drowning (while painting vessel's side he fell), Aug. 4, Limerick, Bellmore.
- Gouley, Peter, 36, fisherman, English, drowned, Aug. 14, North Sea, Sarah Jane.
- Gourmalong, Ch., 38, June 26, at sea, Z. King.
- Grant, Aaron, 28, found drowned, May 17, Adelaide Harbour, Bungaree.
- Gunney, Philip, 27, boatswain, Jersey, drowned by falling overboard (while engaged in taking in the sternlight), Aug. 15, 21 miles N.W. of Hartlepool, Howards.
- Hall, William, 40, cook and steward, Aberdeen, drowned (fell overboard), Aug. 15, Ternuzen, Bordeaux.
- Harding, Andw., 43, boy, Slane, Ireland, drowned (vessel sunk, collision) July 23, off Lambay, Sarah.
- Harrison, Vincent, 22, 2nd mate, British, abscess which resulted in blood poisoning, and failure of the heart's action, Mar. 24, Ryalmere.
- Harrison, W., A.B., unknown, vessel missing since Mar. 16, after leaving New York, Bayswater.
- Harvey, Robert, 20, trimmer, Irish, Antrim, fell overboard from a row boat, June 29, Baltimore, Nessmore.
- Hassan, Amin, 27, May 3, at sea, Bucephalus.
- Hayes, Frank, 35, A.B., Nova Scotia, drowned (decks swept), April 12, South Pacific, Inchcape Rock.
- Heath, Samuel, 38, A.B., Mansfield, falling off gangway, April 25, Hospital, Buenos Aires.
- Hemsley, Arthur Frederick, 15, apprentice, British, fell of royal yard and drowned, May 20, sea, Alexandra.
- Hewitt, Arthur, 20, fisherman, 4th hand, Martham, drowned (through cap-sizing of small boat), Aug. 22, North Sea, Fair Panny.
- Hill, Thomas, 42, refrigerating mechanic, Liverpool, heart disease, Mar. 27, Bombay, Thames.
- Hills, George, 45, fisherman, London, Aug. 3, North Sea, Ionic.
- Howatt, George, 22, A.B., Orkney, consumption, June 16, sea, Loch Carron.
- Hughes, John F., 22, fireman, Flint, supposed drowning, Feb. 19, off Lundy, Higbata.
- Hughes, John George, 30, master, Dogmaes, Carigan, vessel missing since Oct. 6, sea, R. H. G.
- Humphreys, John, A.B., Limerick, fell over car from aloft during a gale, March 26, sea, Scottish Dales.
- Hunter, Matthew, 34, fireman, British, drowned (while removing ship's ladder), July 18, Pomaron, Cornelia.
- Hurst, William, 57, steward and cook, Leeds, drowned, Aug. 24, Garston Dock, Claudine.

- Isbister, Malcom, 22, fireman, Edinburgh, vessel missing since Mar. 16, after leaving New York, Bayswater.
- Jackman, John, 39, A.B., Demerara, failure of heart's action due to cerebral hæmorrhage, July 5, River Plate, La Plata.
- Jackson, F., 24, fireman, unknown, vessel missing, Mar. 21, Atlantic Ocean, Wingates.
- Jackson, John W., 35, donkeyman, Sunderland, fell into crank pit, May 25, St. Ives, Llanberis.
- Jenkins, Francis, 30, 2nd mate, Belfast, breaking blood-vessel (suddenly dropped down and expired without a word), June 16, Fort de France, Martinique, Mathew Bedlington.
- Jenner, John, 15, baker, drowned; collision, July 27, River Thames, open rowing boat.
- Johnson, A., A.B., unknown, vessel missing since Mar. 16, after leaving New York, Bayswater.
- Jones, Peter, 29, fireman, Mould, supposed drowning; collision, Feb. 19, off Lundy, Highgate.
- Jones, William, 26, O.S., Portmadoc, drowned (fell out of the ship's boat) July 5, Harburg, Atalanta.
- Kearley, A., 45, butcher, Newport, Isle of Wight, Bright's disease, May 19, hospital, Colombo, Ballarat.
- Keane, Richard, 22, A.B., Wexford, drowned, May 10, at sea, Emma Marr.
- Kemp, Frederick, 28, A.B., London, drowned (vessel wrecked), June 3, Point Ascension, Dinapore.
- Kennedy, C. May 28, County of Peebles.
- Keown, Daniel, 30, 3rd engineer, Warrenpoint, vessel missing since Mar. 16, after leaving New York, Bayswater.
- Kirk, James, 18, O.S., British, fell from aloft and was drowned, July 26, Arlington.
- Kitchin, Jas. R., 49, master, Pitou, N.S., heart disease, Aug. 3, Cardiff, Warrior.
- Lloyd, John, 50, master, Wales, Borth, Cardigan, typhoid fever, July 30, St. Jago de Cuba, Glanhafren.
- Lindsay, George, 22, assistant steward, Virginia, U.S., apoplexy, July 13, Yorkshire.
- Long, Henry Archibald, 16, apprentice, Tipperary, drowned (vessel wrecked), June 3, Point Ascension, Dinapore.
- Lowe, Alexr., 19 or 16, apprentice, Newport, Fife, consumption, June 25, Buenos Ayres, Oregon.
- McDonald, George, 27, fisherman, Port Skerra, vessel missing, supposed June 25, Pentland Firth, Diadem.
- McDonald, Hugh, 44, skipper, Port Skerra, vessel missing, supposed June 25, Pentland Firth, Diadem.
- McDonald, Norman, 25, quartermaster, Skye, hæmoptysis, May 22, Colombo Harbour, Clan Mackenzie.
- McDonald, William, 29, fisherman, Port Skerra, vessel missing, supposed May 26, Pentland Firth, Diadem.
- McInnes, Donald, 52, Glasgow, drowned while on watch, May 21, Port Adelaide Harbour, Guy Manning.
- McIntosh, Hugh, 20, fisherman, Port Skerra, vessel missing, supposed June 25, Pentland Firth, Diadem.
- McIntyre, Geo., fell down hold, June 14, hospital, Kurrachee, Lock-ley Hall.
- Mackenzie, Daniel, 35, master, Renfrew, bilious fever, July 5, off Queenstown, Renown.
- McKay, Charles, 26, fireman, Whitehaven, accident on shore, July 6, San Nicolas, Alderley.
- McLaughlin, Bruce, 22, O.S., Nova Scotia, washed overboard, March 15, 1889, sea, R. L. T.
- McLeod, Hector, 30, fisherman, Port Skerra, vessel missing, supposed June 25, Pentland Firth, Diadem.
- McLeod, William, 23, fisherman, Port Skerra, vessel missing, supposed June 25, Pentland Firth, Diadem.
- Magee, John, 26, O.S., Co. Antrim, drowned (was outside painting the upper bulwarks and fell overboard), July 22, sea, Charger.
- Malky, Martin, 45, fisherman and farmer, Irish, drowning boat capsized, Aug. 13, Roundstone, City of Rome.
- Manson, John, 20, fisherman, Scrabster, vessel missing, supposed June 25, Pentland Firth, Jessie and Margaret.
- Marshall, David, 17, apprentice, Dundee, fell overboard from aloft, April 11, sea, Endora.
- Mason, Frederick William, 21, kipper, Winchester, fell overboard on the boat; thence into the sea, July 29, North Sea, Lily.
- Mastranton, Thos., 17, mess-steward, Leith, vessel missing since March 16, after leaving New York, Bayswater.
- Mathews, H., 22, 3rd engineer, Cadoxton, supposed drowning (collision), Feb. 19, off Lundy, Highgate.
- Matthews, John Winsor Ackrel, 33, master, Brixham, consumption, June 15, sea, Gwendoline.
- Moles, James, 30, mate, Greenock, drowned, June 12, sea, Abraham Young.
- Miller, Alexander, 64, skipper, Sarclet, Caithness, supposed paralysis of the brain, Aug. 8, Wick Harbour, Friends.
- Mills, Wm. J., 39, 2nd engineer, Peterboro', vessel foundered, April 18, off the Spurn, Julia Wiener.
- Mitchell, Jno. B., 36, mate, Rochdale, vessel foundered, April 18, off the Spurn, Julia Wiener.
- Moody, John, 30, fireman, Scotland, drowning (fell over the wharf), Aug. 12, 1889, St. Jago de Cuba, Earnwell.
- Morrison, William, 55, fisherman, Harris, Lewis, Scotland, vessel missing, supposed June 25, Pentland Firth, Jessie Margaret.
- Mowat, Christopher, 36, A.B., Shetland, falling from aloft, June 15, off Akassa, Diana.
- Mouat, Robert, A.B., unknown, vessel missing since Mar. 8, Firm.
- Mudie, David, 31, engineer, Dundee, vessel foundered April 18, off the Spurn, Julia Wiener.
- Myler Peter, 48, A.B., Wicklow, dysentery, Aug. 22, hospital, Gibraltar, Ricardo.
- Nash, Mark, 47, boatman, British, drowning by capsizing of boat, Aug. 25, off Deal, Seaman's Glory.
- Nellist, William George, 25, A.B., Robin Hood's Bay, drowned (fell out of boat), Aug. 1, Methil Dock, Lady Clare.
- Nelson, D. M., 20, A.B., Scotland, typhoid, April 13, Rosario, Columbus.
- O'Brien, Th., 33, A.B., Benicia, fall off topsail yard, June 26, Lucipara.
- Ogilvie, Sam, or Ogiloy, Samuel, 28, fireman, Larne missing (supposed drowned), Jan. 31, Havre, Wyndcliffe.
- Payne, Joseph, 26, A.B., Sydney, C.B., drowned (vessel wrecked), June 3, Point Ascension, Dinapore.
- Pearson, James, 37, fireman, Inverness, drowned (slipped off the gangway), July 8, Philadelphia, Scandinavian.
- Peters, Samuel, 29, A.B., Antigua, W.I., exhaustion from scurvy, Aug. 7, hospital, Dundee, Janet Cowan.
- Pettigrew, Thos., June 7, hospital, Baltimore, Pirate.
- Power, Patrick, master, vessel missing since Feb. 8, sea, Agnes.
- Pratt, George, 49, master, Sunderland, accident, Aug. 3, Terneuzen, Viscount Castlereagh.
- Prince, —, drowned; boat capsized, July 26, River Mersey, Minnehaha.
- Pring, William, 51, skipper, Kirtomy, drowning (knocked overboard by tiller), Aug. 21, 7 miles S.E. of Wick Bay, Speedwell.
- Pryce, Henry Arthur, 54, 1st mate, Bristol, apoplexy, June 6, sea, Eastbourne.
- Pyatt, Titus, 33, fireman and trimmer, British, probably heart disease, May 22, Meath.
- Redhead, James, 31, boatswain's mate, Bolton, lung complaint, June 17, Genoa, Saragossa.
- Reed, Alfred, O.S., unknown, vessel missing supposed Mar. 7 or 8, 1889, English Channel, Helena.
- Rendles, H., A.B., vessel foundered, April 18, off the Spurn, Julia Wiener.
- Reston, James, 33, carpenter's mate, Greenock, consumption, June 9, sea, Morayshire.
- Reynolds, Frederick, 32, fireman, London, fell overboard, May 11, Brisbane River, Junna.
- Richards, John H., 26, A.B., Penzance, drowned (washed overboard) April 18, sea, Pascadale.
- Riley, Edward, fireman, heart disease, Aug. 13, Calamata, Greece, Nepthis.
- Robertson, P., 23, fireman, Leith, vessel missing since March 16; after leaving New York, Bayswater.
- Robinson, John, 29, fireman, Berwick, vessel missing, supposed Nov. 27, between S. Alloo and Berwick, Pioneer.
- Rowland, Leopold Selby, 56, engineer, Berwick, vessel missing, supposed Nov. 27, between S. Alloo and Berwick, Pioneer.
- Scarfe, Herbert, 17, boy, Essex, drowned (fell from aloft during a strong wind), May 21, sea, Blenheim.
- Secker, Walter, 51, master, British, inflammation, Aug. 14, 34, Buxton-street, Newcastle, Triumph.
- Seiling, Thomas, 43, fireman, London, supposed drowned, July 9, Copenhagen, Thomas Wilson.
- Shandley, Francis, 22, 2nd mate, British, crushed to death (whilst working on wreck of "Gulf of St. Vincent"), July 20, off Holyhead, Challenger.
- Shapman, George, see Chapman, George.
- Shemling, Robert, 21, mate, Woodbridge, vessel missing, supposed Mar. 7 or 8, 1889, English Channel, Helena.
- Simpson, George, 58, fisherman, Canisbay, Caithness, vessel missing, supposed June 25, Pentland Firth, Jessie and Margaret.
- Sims, John, 24, A.B., London, washed overboard, May 12, sea, County of Caithness.
- Sinclair, Angus, 32, 2nd steward, Greenock, consumption, Jan. 20, sea, Cloncaird.
- Sinclair, Donald, 41, fisherman, Port Skerra, vessel missing, supposed June 25, Pentland Firth, Jessie and Margaret.
- Sinclair, William, 43, master, Long Hope, Orkney, dropsy, Mar. 30, sea, Kinross.
- Sk Hoosim Nana, 29, Lascar, seaman, Bombay, bronchitis, malarial fever, syncope, May 14, Ballarat.
- Slater, Edwin, 14, apprentice, Loughborough, Leicestershire, drowned (vessel wrecked), June 3, Point Ascension, Dinapore.
- Sloka, John, dysentery, July 18, Port Said, Strathlyn.
- Smith, Benjamin, 44, master, Blackeney, vessel missing, supposed Nov. 27, between South Alloo and Berwick, Pioneer.
- Smith, Charles, 19, A.B., American, drowned (while attempting to swim ashore), Nov. 3, Pensacola, Paragon.
- Smith, George, 39, mate, Brighton, vessel missing since Mar. 8, Firm.
- Smith, George A., 19, O.S., Cullen, vessel missing, supposed Jan. 22, North Sea, Nereid.
- Smith, James, 45, lamp-trimmer and A.B., American, drowned, June 30, Delambre.
- Smith, Peter, A.B., unknown, vessel missing since Mar. 16, after leaving New York, Bayswater.
- Smith, Robert, 55, fireman, Blackburn, missing; supposed washed overboard, Aug. 16, sea, Earl of Chester.
- Smith, Thomas, 56, master, Banff, vessel missing, supposed Jan. 22, North Sea, Nereid.
- Smith, William, 57, mate, Portsoy, vessel missing, supposed Jan. 22, North Sea, Nereid.
- Smith, W. A., 14, O.S., Lossiemouth, vessel missing, supposed Jan. 22, North Sea, Nereid.
- Soderund, J., consumption, May 5, Baltimore, Duchess.
- Somerville, Archibald, 28, scullery boy and third cook, Edinburgh, Aug. 16, off Bell Rock, St. Sunniva.
- Spencer, R., 45, second saloon steward, Hants, epileptic fit and weak heart, June 11, Sydney, N.S.W., Ballarat.
- Sprague, D. W., 27, A.B., American, heart disease, Feb. 7, Monte Video, Plymouth.
- Stanley, John William, mate, vessel supposed foundered about July 5, near Ostend, Matilda.
- Stanton, William, 26, fireman, Australian, drowning (fell off the quay or gangway at night) July 21, Constantinople, Coot.
- Stark, Thomas, 24, fireman, Musselbro', vessel missing since Mar. 16, after leaving New York, Bayswater.
- Steel, H., A.B., vessel foundered, April 18, off the Spurn, Julia Wiener.
- Steven, James S., 32, master, Glasgow, drowned, Dec. 31, sea, G. W. Cole.
- Stevens, Shirley Rupert Northy, apprentice, Montgomeryshire, drowned (decks swept) April 12, British Merchant.
- Straker, Edward, 30, fireman, South Shields, July 27, sea, Chirton.
- Summers, William, 37, mate, Aberdeen, vessel wrecked, Jan. 25, off Montrose, Sarah Mills.
- Sutherland, Donald, 22, apprentice, Scotch, dysentery, June 5, River Plate, Wandering Chief.
- Swain, Henry, 49, A.B., London, fell from aloft and killed, Feb. 25, sea, Hannah Landles.
- Taylor, Burns, 22, A.B., Lossiemouth, vessel missing since March 16, after leaving New York, Bayswater.
- Taylor, D., 40, master, Montrose, vessel missing since March 16, after leaving New York, Bayswater.
- Taylor, Harry, 31, 2nd mate, London, Feb. 9, Buenos Ayres, Bonnington.
- Taylor, John, 49, master, Aberdeen, vessel wrecked, Jan. 25, off Montrose, Sarah Mills.
- Taylor, William, 17, O.S., London, drowned (fell from the main yard), May 21, sea, Merope.
- Telfer, James, P. 6.90, 42, master, Wigton, asthma, cardiac disease, angina pectoris, May 11, on board s.s. Austral, Vandalia.
- Tester, John, 21, O.S., Aberdeen, vessel wrecked, Jan. 25, off Montrose, Sarah Mills.
- Theaker, I. A., 22, 2nd mate, Staithes, vessel missing since March 16, after leaving New York, Bayswater.
- Tremble, William, 37, boatswain, Southampton, drowning (while clearing hawse he suddenly turned pale and fell off the stage), May 28, Penang Harbour, Castledale.
- Turnbull, James, 24, donkeyman, Newhaven, complaint in head, June 23, Joseph John.
- Turnbull, John, 2nd engineer, Aug. 4, Braila, W. C. Mitchell.
- Unknown (seven), vessel missing since Feb. 8, sea, Agnes.
- Unknown (one), drowning, June 23, off Heligoland, Friedrich Kroger.
- Unknown (one), drowning, May 10, Port Irwin, W.A., Electra.

Unknown (one), O.S., vessel missing since March 8. Firm.
 Unknown (one), boy, vessel supposed foundered, about July 8, near Ostend, Matilda.
 Unknown (ten), supposed drowning, March 5, Mallicola Island, Eliza Mary.
 Unknown (one), vessel missing since Jan. 29, Summer Rose.
 Vening, George, 16, O.S., London, fell from aloft and killed, July 29, Barry, Sierra Pedrosa.
 Walker, C. 30, A.B., British, Feb. 27, Antwerp River, Cordillera.
 Wallis, Frank or Fred, 20, O.S., Barnet, vessel missing since Mar. 8, Firm.
 Way, Nicholas, 36, master, Torquay, supposed apoplexy, Dec. 31, Red Sea, Rubens.
 Webster, Crawford, 29, carpenter, Aberdeen, bronchitis, July 1, sea, Ballochmyle.
 Webster, George, 36, 2nd engineer, Peterhead, vessel missing since March 16, after leaving New York, Bayswater.
 Weightman, E. E., storekeeper in charge, heat apoplexy, May 31, sea, Teheran.
 Whitehill, Andrew, 50, 1st mate, Dublin, general debility, Jan. 24, sea, Dunillan.
 Whyte, John, 38, cook and steward, Newcastle, consumption, Feb. 9, Junak.
 Wild, Robert, 21, A.B., unknown, vessel missing, supposed Mar. 7 or 8, English Channel, Helena.
 Williams, Isaac, 35, cook and steward, St. John, N.B., cholera, Feb. 24, sea, Cheshire.
 Wilson, Peter, 50, found dead in bed, Mar. 1, sea, Vaudara.
 Wright, James, 36, carpenter, Wigtown, sunstroke, July 10, Clan MacGregor.
 Wright, William, 18, boatswain, Donegal, Ireland, brain fever, July 14, sea, Egeria.
 Young, Luke, 14, boy, unknown, vessel missing, supposed Mar. 7 or 8, English Channel, Helena.

NATIONAL FEDERATION OF FISHERMEN.

A meeting of the Executive Council of the National Federation of Fishermen was held at the head office, Grimsby, on Monday and Tuesday last, Mr. Cook, president, in the chair. There were present Messrs. T. C. Taylor and H. Morris (vice-presidents), Payne (general treasurer), Manton (organising secretary), Goodinson, Jacobs, Thompson, Miles, Normington, Hatton, Martin, members of the Executive. It was stated that letters had been received from Leith, Yarmouth, Fleetwood, Lowestoft, and other places, expressing regret that the local representatives could not attend. It was unanimously resolved "That this meeting of the Executive Council of the National Federation of Great Britain and Ireland call the attention of the President of the Board of Trade to the fact that the official notices of the Board to mariners are not given to the newspaper called SEAFARING, which is the recognised representative in the press of the organised seamen and fishermen of Great Britain and Ireland; and that this Council submit that the said announcements should be advertised in the said newspaper in order that they may be seen by the persons they are intended for."

Mr. Cowie, the editor of SEAFARING, who was present during part of the proceedings, was accorded a hearty and unanimous vote of thanks for his services to the Federation, and it was decided to advertise the Federation in SEAFARING, to purchase a number of copies weekly, and promote the sale and success of the paper as far as possible.

A mass meeting of fishermen in support of the Federation was held in the evening in Grimsby.

FEDERATION OF DOCK AUTHORITIES.—The Hull Docks authorities have communicated with similar bodies throughout the United Kingdom with a view of ascertaining whether they are prepared to enter into a combination on the same lines as the Shipowners' Federation, and having the same end in view, viz., contending against the demands of the Dockers' Union.

MATES' CERTIFICATES SUSPENDED.—On Monday, at the offices of the Local Marine Board, Bristol, a charge was preferred against Lauchlan Nicol, mate of the brigantine *Mercure*, of Shanghai, for being drunk and incapable at Colastine, River Plate, on or about June 16, 1890. The Board found the accused guilty and suspended his certificate for four months. Subsequently an inquiry took place relative to a charge of misconduct and drunkenness against John Richardson, first mate of the s.s. *Strantor*, of West Hartlepool, at Newport, on Sept. 17 and 18. The Board also found Richardson guilty, and suspended his certificate for three months.

THE SHIPOWNERS' FEDERATION.

MANIFESTO BY THE SEAMEN'S UNION SECRETARY.

The following is a copy of a communication just sent by the general secretary, Mr. J. H. Wilson, to each Branch of the National Amalgamated Sailors' and Firemen's Union:—"Steady, boys, steady! A word of warning. It is my duty to point out to the members and officers the many dangerous rocks ahead of our Union. Those who have had an opportunity of reading the papers will see the gigantic organisation the shipowners are building up for the purpose of defeating us. They have already commenced operations, and with some success. A steamer was lying in Leith, the steward of which was a non-Union man. He refused to join the Union, and used some most insulting remarks in reference thereto, whereupon Mr. Smith, our local secretary, called out our members, and the secretary of the dock labourers did likewise. The federation of shipowners then immediately sent a man from London to fight the battle on their behalf. It appears he secured non-Union sailors and non-Union dockers, and was thereby enabled to get the vessel discharged and sent away; consequently the shipowners' papers are boasting from one end of the land to the other about what they term a 'crushing defeat' of the Sailors' Union. I have private information of the tactics they intend to adopt. They intend to promote conflicts in as many ports as possible, and to have a constant supply of men on hand to fill up the places of our members who may be on strike; consequently at any moment we may be embroiled in one of the largest labour battles ever known. If we are successful in tiding over the next three months without a fight it will be as much as we will be able to do. Therefore, what I desire the officers and members to do is to be careful of their movements—not to strike the iron till it is hot, and to carefully weigh up the circumstances and surroundings of the case before any action is taken. I would also like to urge on all Branches who have not already gone in for the levy to do so with as little delay as possible, and to collect the same at once, so as to be prepared for the fight if necessary. The most serious part of the business is that many of the dock labourers' organisations, owing to the strikes during the past twelve months, are financially in a weak position, and, in the event of any general strike taking place the burden of the battle would be on the shoulders of the sailors and firemen."

LIGHTERMEN'S WAGES ON THE HUMBER.

We append a revised scale of wages which has been sent to the lighter-owners of the River Humber, to come into force after Oct. 4. The weekly wages at present are 25s. per week, casual men 4s. 6d. per day, and shifts from 1s. to 2s., shifting lighter from one dock to the other and in harbour. The Amalgamated Society of Lightermen and Watermen affiliated with the National Federated Union of Watermen, Lightermen and Flatsmen of the Canal Boat Union of Great Britain and Ireland, and seeing that if they get the revised scale they will be paid less than lightermen in any other port, they consider that they ought to have no difficulty in obtaining the demand. But they have been submitted a fortnight and no reply has as yet been received. If matters cannot be settled the full force of the Federation and its funds will be brought to bear upon the lighter-owners, and at a meeting the other night it was decided that if they do not receive a favourable reply Mr. Welsh, of the Tyne watermen, representing the Federation, should be sent for; and also that £2 be sent to the Upper Mersey watermen, who are now on strike. Weekly men's wages—1st. Resolved that all weekly men be paid at the rate of 27s. per week, and a 4d. per last dust money, discharging grain and seed in bulk. Shifting lighters—2nd. Resolved that all weekly and casual men receive 3s. per shift long or short. Casual labour—3rd. Resolved that all casual labour be paid at the rate of 6s. 6d. per day, and a 4d. per last dust money, when discharging grain or seed in bulk, and if engaged before 12 o'clock noon, that he shall receive one day's pay, and if after 12 o'clock noon, half-day's pay. Piece work—4th. Resolved, that all piece work be dispensed with. Overtime—5th. Resolved that all weekly and casual men be paid at the rate of 1s. per hour overtime—6d. from the lighter-owner, and 6d. from the warehouse, mill, ship, or steamer, and overtime to commence from 6 p.m. till 6 a.m. Meal

times—6th. Resolved that the stated time for meal hours shall be one hour all round, and if working in the meal hours shall receive the overtime rate of pay. Pumping lighters, night pumps—7th. Resolved that a man night pumping shall receive the sum of 2s. each time he visits a lighter or lighters to pump them, and in no case shall a man pump at both sides of the harbour. Sunday pumping—For pumping 12 lighters and over two men 3s., under 12 lighters one man, 4s., and in no case shall one man pump at both sides of the harbour.

SHIPMASTERS' AND OFFICERS' UNION.

On Friday evening, at the Cross Keys Hotel, Cardiff, a numerous y-attended meeting was held under the auspices of the Shipmasters' and Officers' Union for the purpose of explaining to shipmasters and officers the objects of the Union. Mr. J. H. Jones presided, and amongst those present were Dr. De Vera Hunt, Mr. F. W. Evans, Mr. J. Gardner, Mr. Harrison (Barry), Mr. Cox (Penarth), Seamen's and Firemen's Union; Mr. T. H. Clarke (local secretary), Mr. T. Z. Jones, and Mr. J. Johns. The chairman, in opening the proceedings, spoke of the shipmasters and officers as being the only class on board ship who were not united. He then dealt briefly with the objects of the Masters' and Officers' Union, which not only gave Trade Union benefits, but assisted in securing employment and providing legal advice. He could not see why there should be such a disparity between the wages of engineers and of deck officers. (Hear, hear.) He promised them if they only banded themselves together, that, not only in Cardiff but elsewhere, the anomaly would cease to exist within a week. (Applause.) Mr. F. W. Evans next spoke, and said that the wages of officers were no more than that of a man who had simply learned a trade, and who had not a tithe of the responsibility or risk. He gloried in the great good that the Seamen's and Firemen's Union had accomplished. The seamen and firemen, the cooks and the stewards had shown the way. Owing to the Union there were stewards sailing out of Cardiff attending upon officers whose wages were less than those of the stewards who waited upon them. The average wage of first mates sailing from Cardiff was £8 per calendar month, and of second mates £6. Bearing in mind the time that had to be wasted between voyages, the position, financially, was inferior to the artisan who earned the highest wages in factories. So poorly paid were they that he knew of wives of second mates who had to go out to work because their husband's earnings were not sufficient to properly support their families. ("Shame.") Trade Unionism was going to be the social and political power of the future. (Hear, hear.) He believed that many an officer lost his certificate because he was not properly represented at Board of Trade inquiries. The Union would see that there was proper representation. (Applause.) It was then proposed and seconded—

"That this meeting of shipmasters and officers considers that the only way of bettering their position is by combination, and we pledge ourselves to use all legitimate means of further promoting the objects of the Shipmasters' and Officers' Union."

Mr. John Gardner supported the proposition, and said, though the shipmasters and officers might have to proceed with a little more caution than other branches of Trade Unions, they would nevertheless be able to secure what they desired. When they had introduced into the Union a majority of officers, then they would be able to move with some degree of certainty towards bettering their condition. They might rest assured that all organised labour would be with them. (Applause.) The resolution was then unanimously agreed to. A large number of members were then enrolled in the local Branch. Mr. Clarke next addressed the meeting. A vote of thanks to the chairman was proposed, seconded, supported by Dr. Hunt, and carried. A shipmaster who was present said he had been a member of a Shipmasters' Union at Sunderland, and when he had lost £100 worth of provisions with his ship he was coolly told that the Union never interfered between officers and owners. ("Oh!")

THE STRIKE AT THE VICTORIA DOCKS.—The strike at the Victoria and Albert Docks ended on Sept. 27. Some of the labourers went on strike because other labourers at the docks refused to contribute funds towards the relief of the Australian strikers. Contributions are now optional.

IN THE DOG WATCH.

Has a captain or officer any right to detain passengers in a particular part of a ship till the tickets have been collected? This is a question of considerable importance, and it has just been decided in the negative at Barrow. The facts as reported are these:

Joseph Wood, of Barrow, brought an action for assault against the chief mate of the Barrow Navigation Company's steamer *Manawan*, alleged to have been committed during a passage from Douglas to Barrow. For the defence it was stated that tickets were being collected in the steerage of the *Manawan*, and a boy had been put in the companion way to stop anyone from going out till the tickets had been checked. Wood, whose ticket had been collected, wanted to go out before the collection was completed, but was prevented by the boy and the first mate. The Bench were unable to find any legal authority whereby the Company could compel passengers to remain in any particular part of the ship till tickets were checked. The mate was fined 1s. Notice of appeal was given.

Without commenting on this particular case, we must point out that if the principle is to be established that passengers are to go where they like, and do as they like, aboard ship, great danger to all concerned must be the result. Passengers must be subject to discipline aboard ship, or else the task of working her will become impossible.

A correspondent writing from Grimsby says:—"I have read with considerable interest your reprint of the *Lancet's* article on ship sanitation. A more scathing indictment of the present sanitary arrangements which obtain on board the majority of our ocean steamers it would be hard to find. I can corroborate from twenty-three years' experience most of the statements contained therein. I would beg leave to suggest that the Executive of the Seamen's Union reprint the article in pamphlet form and scatter it broadcast throughout the land. Nothing that has been written of late years, in my opinion, respecting our hardships and grievances would arouse such an amount of sympathy towards our class as the above truthful picture of Jack's lodgings on the deep."

Another correspondent suggests that we should reprint the *Lancet* article again in a special number of SEAFARING, containing a full report of the annual meeting of the Union, and that at least ten times the usual number of copies of SEAFARING should be printed, so that a copy could be sent to each club reading-room, M.P., newspaper, minister, Trade Union, hotel and boarding-house in the kingdom. This, he suggests, would not only call the attention of the general public to the subject of the accommodation of seamen at sea, but to many other of their grievances, in quarters which SEAFARING does not generally reach.

ALLEGED PERJURY BY LIGHTERMEN.—At the Guildhall Police Court, London, on Sept. 26, Charles White, 23, Lighterman, of Trigg's-place, Northey-street, Limehouse, and George Avey, 41, Lighterman, of Lockside, Narrow-street, Limehouse, were brought up on remand, charged on warrants with having on March 5, 1890, given false evidence in the City of London Court, up in the trial of an Admiralty action between Messrs. Bart. Boutin, and H. Wood, and Mr. Wm. Watkins. The prisoners made a statement to the effect that they had been out of work for some months, and that a Mr. Rumley went to them and told them that if they gave the evidence they would be well paid for it. They were committed for trial.

MEETING OF SEAMEN IN BELFAST.

A large and enthusiastic meeting under the auspices of the Belfast Branch of the Sailors' and Firemen's National Union was held Sept. 25 in the Lancastrian Schoolroom, Frederick-street, for the purpose of hearing an address from the general organising secretary of the Union, Mr. J. H. Wilson, who, however, was unable to be present owing to a severe illness. Mr. Wilson's place was taken by Mr. William Stanley, organising secretary of the Tyneside and National Labourers' Union, and representatives of the Belfast Trades Council supported him on the platform.

On the motion of Mr. Murray Davis, organising secretary of the National Operative Bakers' Union of Ireland, seconded by Mr. Robert Price, secretary of the local Sailors' and Firemen's Union, Mr. Munro, President of the Trades Council, was called to the chair.

The Chairman expressed regret for the absence of Mr. Wilson and its cause, and proceeded to say that Trade Unionism had made very rapid strides in recent years, and of all the Unions that had proved successful he knew of none that within the short time it had existed had been more successful or triumphant than the Sailors' and Firemen's. As long as they had Trade Unionism as a power used judiciously it would confer great benefits both on individuals and on the State.

Mr. Stanley, on rising, was warmly greeted. He referred to the absence of Mr. Wilson, who, he said, had been worked very hard, and against whom there was, he understood

A CONSPIRACY

to injure and vilify, something similar to the conspiracy organised against Mr. Parnell and his colleagues. The details of this would be disclosed in good time, and he trusted the conspirators would meet with universal exposure. He was pleased, as all true Trade Unionists must be, at the tremendous and gigantic strides which the Sailors' and Firemen's Union had made. They had registered some 85,000 members, and they had by their wise action on several occasions put one million and a half of money into the pockets of the workmen, which they could not otherwise have gained (applause). But the Union had done more in creating a respect for the sailors and firemen both among their brethren in other branches of employment and among the employers with whom they were brought into contact. They were aware that where grievances existed without organisation to remedy them there was certain to be discontent and even anarchy; but working men of every class were becoming alive to the situation, and they saw by the Press that in Australia, in Austria, and in different foreign countries as well as here the labour movement was leading to earnest and

FRUITFUL COMBINATION.

He did not insinuate that strikes were necessary, far from it. But when they took place it was found that in nine cases out of ten they were due to the wooden-headedness and stupidity of the employers. In the Black Country he (Mr. Stanley) saw a father and two daughters working for 14 and 15 hours per day, for a weekly wage of £1. That was a scandalous state of things. He saw women in the chain and nail trade stripped to the waist toiling, with the baby in the cradle at their feet—toiling like slaves to keep body and soul together. What was the result of organisation there? Why, in the course of twelve months those unfortunate people had received three advances of wages. That was what could be done through the agency of Trade Unionism (applause). It was said that the Southampton strike had failed, but they only heard that from capitalists and the newspapers conducted for, and in many instances written for, capitalists. The fact was the men had obtained substantial concessions, and he rejoiced that the bulk of the Press of the Kingdom was on their side. Only lately he came across a case where a dividend of 40 per cent had been paid by concerns, yet the management refused an increase of wages and declined to let the employees share to a reasonable extent in the prosperity that had arisen. They were taught by all this the urgent duty that rested with them to organise their full strength. For the Sailors' and Firemen's Union he claimed that it had numerous

VICTORIES.

not the least among them being that by which they induced the Government to abandon the system of selling beef which had been condemned as unfit for food in the Navy to private shipowners for the use of their crews. In one case five or six men had been poisoned by the use of this beef, and Mr. Flimsoll told him a short while ago that the man who sent that beef to be used on his vessel deserved

to be hanged not once but six times over. (Laughter and applause.) He told the Labourers' Union on the previous night of the success of the Danish sailors' strike at Newcastle-on-Tyne. Well they wanted to

CULTIVATE FEDERATION

with all trades, and to let them understand how they could succeed in that he had only to point to the fact that if a strike occurred in England tomorrow not a single Danish sailor could be got to blackleg. (Applause.) In conclusion he asked them to join the Union, and when joined to stick to it, to pay the subscriptions, to attend the meetings regularly, to manifest an interest in all proceedings, and if they did this, while at the same time improving their minds and widening their intelligence, they would be prepared for the day of trouble when it should come.

Mr. Murray Davis said the best test of a Trade Unionist was his practical financial support of his Branch, because without the sinews of war they were helpless. (Applause.) He was delighted that religious prejudice was being banished in Belfast, as shown by last Saturday's proceedings, when a Catholic and a Protestant band marched together to a labour demonstration; and he anticipated splendid results from the Union which was now springing up.

The Chairman, as acting treasurer of the Sailors' and Firemen's Union, assured the members that they had

A SUBSTANTIAL BALANCE

at the bank after clearing off their liabilities for the year. Much of the success of their local movement was due, he added, to the judicious working of Mr. Price, the secretary—(applause)—who deserved their fullest confidence and support.

Mr. Price also spoke, detailing the advantages of the Union and its progress in Belfast.

Thanks were accorded Mr. Stanley and the Trades Council representatives for their counsel and advice, and a like compliment having been paid to the chairman, the meeting concluded.

MERCHANT SEAMEN'S ORPHAN ASYLUM (SNARESBROOK).

The subscribers to this institution held their half-yearly general election at the Cannon-street Hotel on Monday, Mr. A. J. Frost presiding in the unavoidable absence of the treasurer (Mr. E. S. Norris, M.P.). The charity, which was founded in the year 1827, has as its object the provision of a home for the orphans of British merchant seamen. Commenced in a humble way, the first home, accommodating but 10 children, the institution has gradually grown, thanks to the ever-increasing financial support received from the charitable public. At the present time the charity possesses at Snarebrook a freehold building capable of accommodating as many as 300 little ones. In the last annual report, issued in March, the committee were enabled to give a very satisfactory account of the present position and the future prospects of the institution, over whose interests they are appointed to watch. Of an equally gratifying character was the statement the chairman at Monday's meeting was able to make. After expressing regret that owing to unforeseen circumstances they were deprived of the presence of their treasurer, Mr. Frost went on to remark that the present was the most hotly contested election that had been witnessed in connection with the charity for some years. Out of a total of 40 candidates, they had only been able to admit 18, the reason being that there was no accommodation at the asylum for any more. At the last election every bed in the asylum was filled up; and as at the present election they could not receive any more children than there was room for, the proportion of children admitted, compared with the number of candidates, was very much less than had occurred for some years past. The committee regretted that they were unable to extend the benefits of the institution to every applicant. It was, however, gratifying to the committee to know that the state of their finances enabled them to receive into the asylum as many children as there was room for. The fact that every year there was an increasing number of applicants showed that the benefits of the institution were more than ever appreciated by the class sought to be assisted. It was sincerely to be hoped that at no distant time, by extending their premises and obtaining a additional support, they would be able to provide for every English seaman's orphan child who might seek, or deserve, a home within the walls of the institution. Mr. Frost went on to state that during the past six months all the 300 children being cared for had on the whole enjoyed excellent health. It was also

gratifying to know that all had made satisfactory progress with their studies. In conclusion, after mentioning some of the features of the curriculum, Mr. Frost expressed the earnest hope that the deep interest at present taken in the charity would long continue. Following the poll and the declaration, formal votes of thanks were passed, and the meeting then terminated.

SHIPS SPOKEN.

Amy Turner, for Manila, Sept. 14, 40° N, 60° W.
 Alice A. Leigh, of Liverpool, Sept. 29, 40 miles SW of Tuskar.
 Banca, barque, of Glasgow, steering west, Sept. 17, about five miles off Inistrahall (Ireland).
 Chinsura, July 2, 050 N, 23 W.
 Claverdon, British ship, London to San Francisco 23 days, July 29, 10 N, 26 W.
 Chignecto, British barque, Hamburg to New York, Sept. 11, lat. 47, long. 46.
 Criccieth Castle, British ship, New York to Melbourne, Sept. 16, all well, 40° N, 70° W.
 Cyprus, barque, Dublin to New York, Sept. 11, 42° N, 44° W.
 California, four-masted British, steering west, Aug. 15, 56 S, 72 W.
 D. A. Brayton, barque, Coombs, New York to Port Elizabeth, Aug. 6, 31° N, 46° W.
 Drumcraig, Sept. 19, 39° N, 47° W.
 Dharwar, ship, London to Melbourne, Sept. 8, 22° S, 31° W.
 Etruria, s. Liverpool to New York, Sept. 28, 46 miles W of Fastnet.
 Eider, s. Southampton to New York, Sept. 23, 50° N, 19° W.
 Eudymion, British barque, steering south, all well, Sept. 3, 14 S, 32 W.
 Forfarshire, barque, Astoria to Antwerp 97 days, Sept. 14, 15 S, 29 W.
 GBNH, British s. from Philadelphia, Sept. 8, off Bird Rock.
 Glenburn, of Greenock, all well, Sept. 11, 44° N, 12° W.
 Iuch Keith, Hamburg to San Francisco, July 15, 31 S, 35 W.
 KLMH, British ship, Sept. 16, 40° N, 70° W.
 Kelvin, British barque, Singapore to New York, Aug. 10.
 Lindores Abbey, Rangoon to Channel, Aug. 23, 6° N, 94 E.
 Mary A. Troop, British barque, Shanghai to Tacoma, Sept. 13, off Cape Flattery.
 Martin Scott, Aug. 18, 30 S, 22 W.
 Nevada, for Pernambuco, Sept. 19 (another account states Sept. 22), 33° N, 17° W.
 New City, British ship, from Monte Video, Sept. 17, 25 miles SE of the Highlands, ordered to Philadelphia, reported from New York.
 Penobscot, barque, M'Cauley, New York to Penang, July 21, 35 S, 31 W.
 Petunia, barque, of St. John's (N.F.), Barbadoes to Montreal, Sept. 11, 41° N, 62° W.
 Platina, British barque, Ivigut to Philadelphia, Aug. 29, lat. 51, long. 51.
 RJLW, British ship, bound east, Sept. 12, 40° N, 65° W.
 RT K, schooner, of Fowey, for Hyannis, Sept. 19, 46° N, 34° W.
 Royal Alexander, barque, of Liverpool, Tyne to Valparaiso, Sept. 19, 3° N, 27° W.
 Rokeby Hall, London to Port Hunter 50 days, Aug. 23, 35 S, 2° W.
 Silverdale, Sept. 16, 40° N, 70° W.
 Satisfaction, barque, of Memel, Quebec to Sunderland, Sept. 20, 47° N, 30° W.
 Scrata, British barque, steering SE, all well, Sept. 8, 3° N, 26° W.
 Silver Spray, for La Guayra, Sept. 20, 33° N, 16° W.
 Takal, for New York, Sept. 25, 51° N, 31° W.
 Tuscany, s. of Liverpool, steering NNE, Sept. 21, 31° N, 15° W.
 Tinto Hill, Sept. 20, 40° N, 44° W.
 Violet, for New York, Sept. 24, 50° N, 21° W.
 Winona, Falmouth (? Savannah) to Garston, Sept. —, 49° N, 20° W.

SINGULAR ACCIDENT TO RACING YACHTS.—A strange scene was witnessed in Portsmouth Harbour on Tuesday, no less than four yachts being in collision with Nelson's flagship, the *Victory*, and remained locked for more than an hour. The *Vandua*, the well-known racing schooner, and the *Tormigan* first got into collision, and were swept by the strong flood tide against the bow of the *Victory*, whose jibboom was carried away by the *Tormigan*, the latter losing her own topmast. The *Vandua* had her bows stove in. The other craft, the steam yacht *Zyra* and the *Anaconda*, got jammed in and remained for some time, but without sustaining much damage.

SEAFARING DISASTERS.

Annie, steamer, from Galatz for Goole, has been towed into Plymouth by steamer *Clan Macpherson*. The *Annie* broke main crank shaft on Friday, 26th, in the Bay of Biscay, and was taken in tow by *Clan Macpherson* same day.
Abraham Sutton, steamer, and trawler *Conservative*, collided off Smalls. The former towed the latter to Milford in a sinking condition, where she has been beached.
Albatross, schooner yacht, of London, from Fairlie for Cowes, put into Kingstown Sept. 29 with pintle of rudder broken and jib stay carried away.
Amicus, which left Newport, Mon., on Sept. 15, for La Plata, put back to Newport leaky.
Alice, barque, late *Hilda Maria*, in dry dock at Glasdon Dock, during a hurricane and storm at midnight, Sept. 30 the graving dock gates were carried away, and the *Alice*, after driving out of dry dock collided with the *Lancashire Lad* and the *Alice Latham*, damaging the headgear of both vessels, and the *Alice* sank in the wet dock.
Antelope, smack, arrived at Lowestoft with much damage, having been in collision.
Briggella, British s. from Hull for Black Sea, has been towed into Ferrol with crank-pin loose.
Hendi, s. from Liverpool, outward bound, arrived at Queenstown Sept. 26, with machinery out of order.
Blarney, s. of Cork, when coming round Blackwater Point ran off her helm and collided with the wall at the Midland Railway, damaging her own bows and the front wall.
Challenger, of Sunderland, was sunk Oct. 1, at her moorings, North Shields, through her boiler bursting. The sides of the vessel were completely blown out. Four of the crew were on board at the time, but no lives were lost.
Chelona, from Black Sea, with grain, put into Algiers Sept. 25, with propeller worked loose, and must go into dock.
Camel, screw steamer, of Newport, from Rochester for Preston, with cement, has been towed into Dover by screw steamer *Planet*, of London, her shaft having broken off M'gate.
Calipso, steamer, Gloucester to Hamburg, general cargo, has anchored in Sandown Bay with tubes defective.
Craftsman, steamer, arrived at Dartmouth, Sept. 23, reports having passed a ship, name unknown, on fire in the Bay of Biscay, burnt to water's edge. No one on board. Cargo coals.
Charlwood, British ship, has gone ashore at Punta Pielras, but declined assistance.
Conservative, trawler, see *Abraham Sutton*.
Clan Macpherson, see *Annie*.
Damara, from Halifax, and steamer *Musgrave*, bound for Rochester in ballast, were in collision near the Lower Hope Point Sept. 25. The *Damara* was run ashore on the Lower Hope Point, with starboard side amidships damaged. The *Musgrave* had stem and bows badly injured and has returned to Gravesend.
Denton Holme, from the Clyde, June 27, for Fremantle, has gone ashore at Rottnest, and has become a total wreck. All the cargo is damaged. Every exertion is being made to save what is possible of the cargo. All depends on the weather. Arrangements made to save the cargo at 50 per cent. value when recovered.
Delambre, steamer, in leaving Sandon Basin, Liverpool, Sept. 29, was fouled by the flat *Arthur*, and had one of her bow plates stove in.
Elaa, s. of and from Glasgow for Bayonne, was totally lost off Godfrey Point, Cornwall, on Saturday night. Mate drowned; remainder of crew landed at Penarth on Sunday night by steamer *Alice*, of Cardiff.
Ellen Smeed, British schooner, Antwerp for Newcastle, put into Flushing with rigging very much damaged, and reported having been ashore.
Firdene, s. previously reported aground at the entrance to Huelva Harbour, got off without assistance, apparently undamaged.
Gudrun, of Kirkwall, is reported ashore at Burray.
Gordon Castle, steamer, from Garston, went ashore at Seaforth; got off with assistance, and returned to River Mersey.
Glen Grant, previously reported stranded at Cronting, Longhope, was refloated on the night of Sept. 25, and got into Longhope Harbour.
Henry Villard, New York for Tacoma, has put into Valparaiso with loss of fore and main masts.
Hugh Roberts, brig, of Carnarvon, Jones master, got ashore at Hoxa; rudder gone; bottom reported cut; assistance declined.
Jona, s. Leinster master, from Ibrail, with wheat, when entering Alexandra Dock, Hull, Sept. 26, struck dock gate, damaging it rather extensively, and the steamer received damage to bow above water.

Ingleby, steamer, of Middlesbrough, when docking East Dock, Cardiff, on morning (Oct. 1) tide, struck at entrance, damaging plates in starboard bow.

L'Esperance has returned to Swansea with damage about deck, having encountered terrific weather in 49° N, 15° W.

Livonia, barquentine, of Newport, when docking in West Dock, Cardiff, also struck at entrance, damaging port bow.

Majestic, British s., and German steamer *Dania*, collided in leaving New York; former had one lifeboat, and latter three lifeboats smashed; both proceeded.

Musgrave, s. see *Damara*.

Maria, barquentine; ran ashore at 11.5 a.m. Sunday night on rocks under Lydden Spout; *Lady Vita*, harbour tug, in attendance.

Moss Rose, British three-masted schooner, is ashore at Sanctipetri, near Cadiz, was got off leaky.

Nairnshire, which left Greenock for Brisbane on the Sept. 12, has put back with rudder carried away.

Naworth Castle, s. sighted off Malta, towing *Kairos*, s. Latter bound from Sebastopol for Rotterdam. She broke her shaft off the inside tube and is making water; jettisoned cargo to the extent of about 50 tons. Vessel now discharging her cargo.

Peace, British steamer, for Galatz, coals, returned to Penarth Roads with machinery broken down.

Palmyra, British steamer at Gibraltar, reports having passed a three-masted steamer showing three red lights at daylight, 62 miles east of Gibraltar. A steamer was in attendance.

Red Jacket, steamer, put back to the Roath Basin, Cardiff, Sept. 28, having collided with the British barque *Unicorn*; latter beached; former has bows badly damaged.

St. Kilda, British barque, New York for Valparaiso, is reported by cable to have put into Monte Video partially dismast, and with cargo shifted.

Sir Bevis, s. docking at Barry, Oct. 1, fouled the mooring buoy in the basin, knocking off her propeller blades. She has proceeded to Cardiff for repairs.

Unicorn, barque, see *Red Jacket*.

Willrose, British three-masted schooner, is ashore on Sanctipetri Reef. No further particulars.

Zadne, steamer, of London, which sailed from the Tyne, bound for Christiania via Liverpool, put back Sept. 30, with her machinery out of order. She is at present moored at Smith's buoys, North Shields, undergoing repairs.

ENERGETIC efforts are being made in Hungary to establish shipbuilding concerns.

A CHIEF ENGINEER SCALDED TO DEATH.—On Saturday evening the dead body of David Muir, chief engineer of the steamship *Hudson*, was landed at West Hartlepool. When the vessel was 50 miles off Hartlepool the glass steam gauge attached to one of the boilers burst, and the deceased rushed into the engine-room to ascertain the nature of the accident, when he was immediately overcome by the steam and scalded to death. Muir was 33 years of age, and married.

PARLIAMENTARY COMMITTEE OF THE TRADES UNION CONGRESS.—For the first time since the meeting at the beginning of this month of the Trades Union Congress at Liverpool, the newly-elected Parliamentary Committee met on Sept. 30. The elected chairman, Mr. Edward Harford (general secretary of the Amalgamated Society of Railway Servants), presided. The Committee was engaged most of the day in dealing with the resolutions passed at the Liverpool Congress. There was a great deal of discussion upon the vote of the Congress upon the eight-hours legal day of work, and measures were taken to have a Bill drafted which shall embody the decision of the Congress on the eight-hours question for introduction into the House of Commons. The Committee adjourned, and will soon meet again.

A SKIPPER'S CERTIFICATE SUSPENDED.—The adjourned inquiry into the charge of misconduct against Henry K. Vale, skipper of the Hull smack *Begina*, was continued on Sept. 24 at the Shipping Offices, Hull. Vale admitted on several occasions having paid visits to other smacks, having on two occasions stayed all night, and taken the ship's boat with him. Tubal Cain Taylor, the manager of the Hull Trawl Fishermen's Society, said that visiting was a common practice in fine weather, and one he saw no harm in, so long as the vessel remained close to where the skipper was. Captain Hill, addressing Vale, said that in the opinion of the Court, the practice of visiting was a very bad one, not only on the account of the risk to property, but to life. Taking the boat away from the ship, he saw a very serious risk in case of emergency. They suspended his certificate for three months.

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TO UNEMPLOYED
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NOTICE.

A register of Unemployed Shipmasters and Officers is kept at the Chief Office of the Shipmasters' and Officers' Union, 33, Market Place, South Shields. FREE OF CHARGE.

No less than 127 Masters and Officers have already OBTAINED EMPLOYMENT by registering their names here.

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- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
- AMBLE.**—G. H. Guthrie.
- ABBOTHOATH.**—J. Wood, 17, Ferry-street, Montrose.
- ABROSSAN.**—W. Galbraith, 59, Glasgow-street.
- BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK.**—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BELFAST.**—R. Price, 41, Queen-square.
- BIRKENHEAD.**—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.
- BLITH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blith.
- BO'NESS.**—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.
- BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
- BRISTOL.**—T. J. Dancy, 41, Prince-street, Queen's-square, secretary; Captain Geo. Cawley, president; Dr. Walker, 115, New Cut, medical officer; Mr. ——— solicitor; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings, every Monday evening, 7.30, at The Ship, Redcliff Hill.

BURNISLAND.—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.

CALCUTTA.—70, Bentinck-street.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary. Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. De Vere Hunt attends at above Institute daily at noon.

CORK.—Michael Austin, 6, Patrick-street.

DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.

DROGHEDA.—James Fitzpatrick, Quay-st., Dundalk, secretary. Agent in Drogheda, John Castell, 123, Chord-road, Drogheda.

DUBLIN.—M. Bolger, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-st.

DUMBARTON.—J. McNea, Kirk-street, agent.

DUNDALK.—J. Fitzpatrick, Quay-street, secretary.

DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

DUNGAVAN.—P. Power, 5, St. Mary-street.

FLEETWOOD.—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; Mr. W. Ruthven, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street. Telephone 3184.

GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m.

GRANGEMOUTH.—Edwin Cowie, Seamen's Union 6, South Charlotte-street, secretary. Office hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, at 7 p.m., at office.

GRAVESEND.—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GRAYS.—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Albrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.

GREENOCK.—G. McNaught, 16, East India Breast.

HARWICH.—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

HULL.—J. Hill, Unity Hall, Prince-st., Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting, Tuesday and Friday evenings, at 7.30 p.m.

KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Friday evening, 8 p.m., at Royal Standard, County Court-road.

LEITH.—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith.

LIVERPOOL (South End).—Wm. Nicholson, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

LIVERPOOL.—(North End).—T. Connarty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-square, Stepney, solicitor.

LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-square, Stepney, solicitor.

LONDON (Tug-Boat Branch).—G. Donaldson, 5, Jeremiah-st., East India Dock-road, secretary.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-sq., Stepney, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.

LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday evening, 7.30 p.m., at Chichester Tavern. Office hours, 10 a.m. to 6.30 p.m., and every Thursday till 7.30 p.m. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-square, Stepney, solicitor.

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Any Contributions paid at 23, KING STREET,
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Signed on behalf of the Executive Committee,

J. H. WILSON,

General Secretary.

TO ADVERTISERS.

NOTICE.

Every Master and Mate in the Merchant
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opportunity, buy the paper SEAFARING,
as its columns are the only place to
find what is transpiring in the cabin and
on the bridge regarding the welfare of
our deck officers. Places of business
would do well to advertise in SEA-
FARING, as the paper falls into the
hands of the Masters, Mates, and
Engineers, as well as the Seamen and
Firemen.

On behalf of the Shipmasters' and Officers' Union.

GEO. T. LUCCOCK, Sec.

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OF

GREAT BRITAIN & IRELAND.

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who wish to protect their
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the great success that it now
is, the said newspaper having
undertaken to advocate the
cause of the Fishermen.

NOTICES.

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TO CORRESPONDENTS.

Correspondents must write on one side of the
paper only anything meant for publication, and
address, not to 36-40, Whitefriars-street, but to
150, Minories, London, E.

All communications should be addressed to
ARCHIBALD COWIE, SEAFARING Office, 150,
Minories, London, E., to whom remittances must
be made payable. (Post Office Orders at Minories,
London, E.) The Editor declines all responsibility
for rejected manuscripts, although when stamps
are enclosed he will endeavour to return such
matter as he may be unable to use.

Communications arriving so late as
Thursday cannot be guaranteed in-
sertion.

Seafaring.

SATURDAY, OCTOBER 4, 1890.

**LIFE SAVING APPLIANCES
ACT, 1888.**

Since the launch of SEAFARING and the
development of the Sailors' and Firemen's
Union into a National organisation, most
important legislation has taken place for the
welfare of seamen. During the Union
campaign, bold announcements were made
by its leaders far too advanced, it was
thought by shipowners, to be seriously con-
sidered. The Union leaders, however, with
characteristic determination, have been fully
awake to their promises, and, as a result,
notwithstanding much opposition, we have
the Life Saving Appliances Act, a fore-
runner to further statutes relating to the
all-important subject of saving life at sea.
Although this Act became law on the 10th
August, 1888, the rules framed under its
provisions do not come into force until the
1st November next. Meanwhile, it is well

that its provisions should be understood. By this Act it shall be the duty of the owner and master of every British ship to see that his ship is provided in accordance with the rules with such boats, life-jackets, and other appliances for saving life at sea as, having regard to the nature of the service on which the ship is employed, and the avoidance of undue incumbrance of the ship's deck, are best adapted for securing the safety of her crew and passengers.

This is really the whole gist of the Act, and what the duties are we shall see when reviewing the rules. It will be observed that there are different rules, according to the nature of the employment. This seems reasonable. Vessels in the home trade, river and smooth water trade, sailing and steamships, passenger and cargo boats, should certainly have appliances applicable to each of their kind.

In the matter of providing boats, the old law made only two distinctions—vessels carrying more than ten passengers, and vessels of any other class—the number to be provided being regulated according to tonnage. The necessity of having the ship's deck unencumbered with appliances is patent, for interference with freedom of action in manipulating the ship would hinder the saving of life; in fact, life would be endangered.

There is a penalty provided by the Act in any of the following cases, viz:—If any ship required by the rules to be provided with appliances for saving life at sea proceeds on any voyage or excursion without being so provided in accordance with the rules applicable to the ship; or, if any of the appliances with which she is so provided are lost or rendered unfit for service in the course of the voyage, through the wilful fault or negligence of the owner or master; or, if in case of any such appliances being lost or injured in the course of the voyage the master wilfully neglects to replace or repair the same on the first opportunity; or, if such appliances are not kept so as to be at all times fit and ready for use, then, if the owner appears to be at fault, he shall incur a penalty not exceeding £100, and if the master appears to be in fault he shall incur a penalty not exceeding £50.

The penalty in these cases may appear sufficiently heavy to cause a full compliance with the law, yet, looking to the serious consequences that may arise in case of default, is it commensurate, and would not the punishment better fit the crime, had the law made it a misdemeanour? It is true that the present Act provides that nothing in it shall prevent any person from being liable under any other Act or otherwise to any other or higher penalty or punishment, provided, of course, that a person shall not be punished twice for the same offence, and, if the Court before which a person is charged under this Act thinks that proceedings ought to be taken against him for the offence under any other Act, the Court may adjourn the case to enable such proceedings to be taken.

The Act of 1854 provides that any master, etc., who by wilful breach of duty, or by neglect of duty, does any act tending immediately to endanger the life or limb of any person belonging to or on board any British ship, or refuses or omits from the same causes to do any lawful act proper and requisite to be done by him for preserving any person belonging to or on board of such ship from immediate danger to life or limb, shall for every such offence be guilty of a misdemeanour. Our meaning as to punish-

ment under the present Act will be perceived, for to bring an offender under the Act of 1854 for a non-compliance of the new rules it may be difficult to show "immediate" danger to life or limb, and yet a breach under the new law would be equally culpable. Seamen themselves will have every opportunity of observing whether the appliances are carried and kept in accordance with the law during a voyage. Should any of the cases enumerated come under their notice, the master's attention ought to be directed to the cause; if he fails to rectify the same, then the seamen's duty will be to report the facts to the proper authorities.

NAUTICAL NEWS.

THE net personal estate of the late Sir George Burns, Bart., the founder of the Cunard line, amounts to over £90,000.

"USEFUL and entertaining," is the description applied by the *Coleshill Chronicle* to SEAFARING, which hereby returns thanks.

CAPTAIN AVERN, of the *Benzedo*, has been fined at Liverpool Police Court £5 and costs for having contravened the Dock Board regulations as regards gunpowder in the dock.

A POWERFUL English syndicate has, it is said, offered to build four fast steamers of an average speed of 19 knots an hour, and a trial speed of 20 knots, to convey the mails between Canada and England.

THE General Steam Navigation Company have decided to run three passenger vessels every week between Hamburg and Harwich in connection with the Great Eastern Railway, in place of two as heretofore.

THE master of the *City of Madras*, arrived in the Thames from Lyttelton, N.Z., reports that on June 26 he fell in with a great number of large icebergs in 51-18 S., 117-14 W., and continued amongst ice till June 10.

THE passengers on the Cunard steamer *Bothnia*, which arrived at New York last week, are making preparations to sue the American agent of the company for damages, alleging that the condition of the ship was derogatory to health.

THE Birmingham Ship Canal scheme is viewed with great disfavour by a large proportion of the Nottingham people, who argue that the tapping of the River Trent will prejudicially affect the town in any scheme for establishing communication with the Humber.

THE steam whaler *Chieftain*, of Dundee, has arrived at Lerwick from Davis Straits with 30 tons of oil and 26 cwt. of bone from a catch of two whales. The weather had been foggy, which prevented the whales from being seen. Other vessels were not sighted.

THE monthly trade return of the River Wear Commissioners for August shows that 517 vessels, of 109,126 tons register, and paying dues to the amount of £1,933, cleared from the port, being a decrease of 73 vessels, 13,785 tonnage, and £393 with respect to dues.

"AN Officer of the Newport Branch" was the misleading signature to a letter which appeared in last week's SEAFARING. The author of the letter writes to correct the mistake, stating that he should have signed himself "A Member of the Shipmasters' and Officers' Union, Newport Branch."

INTELLIGENCE has just reached West Hartlepool that whilst engaged in fishing for pearls on the coast of New Guinea, Mr. J. Hedley, of that town, together with the whole of the crew of the cutter *Isabel*, were brutally murdered by natives, who afterwards looted and scuttled the vessel.

THE passengers and crew of the steamer *Archer* had a lively hour one day recently during the voyage of that vessel between Normanton and Cooktown. At the former place an alligator over 14 feet long was shipped, but on the voyage the great saurian contrived to break from his cage. For quite an hour he had the ship pretty well all to himself, the greatest consternation having prevailed till he was captured.

A BOARD OF TRADE inquiry at Sunderland into the stranding and loss of the steamer *Amy*, a Wearmouth colliery trader, at Whitby, while she was bound from the Tyne for Calais, has resulted in the Court holding the master (Mr. Thos. Lumsden) blameless, though it did not deal with his certificate. They attributed the loss of the vessel to the careless conduct of the chief mate, Henry Chapman, and suspended his certificate for twelve months. They, however, decided to recommend that a second mate's certificate be granted him.

SAILORS' AND FIREMEN'S UNION.

(From our own Correspondents.)

LONDON DISTRICT.

At the usual weekly meeting of Tidal Basin Branch, held in School, Tidal Basin, on Sept. 26, Bro. McGrath in the chair, 14 new members enrolled during the week were admitted, bringing the total up to date 3,434. A member complained of not having received his sick pay. It was resolved that he receive it from the time he was sick. Several members spoke with reference to the Australian strike. It was carried unanimously that we vote in the name of Tidal Basin Branch the sum of £100 to the Australian strike fund. It was also resolved to acquaint every Branch in the London district, in the event of them voting any sum of money, that it should be sent in the name of the London district of the N. A. S. & F. Union of Great Britain and Ireland. A letter was read from Green's Home inviting us to attend the funeral of one of their late brothers. It was resolved that we attend with banner and regalia. A Steward spoke before the meeting at some length with reference to a delegate for the London district to represent the cooks and stewards. He stated that was the only drawback they had from joining the Union. A complaint was made against the wage-bill. It was resolved to alter it as soon as possible, and the meeting closed.

The usual weekly meeting of Green's Home Branch was held at the Wale's Arms, on Thursday, Sept. 25, Mr. Keneally in the chair. It was proposed by Bro. Ftober, and seconded by Bro. Finlayson, that we attend the funeral of our late Bro. Browning on Sunday, 28th inst. Mr. Short was appointed delegate for Millwall, and it was decided to open a sub-Branch there.

Henry Turner, carpenter, Oscar Ansen, donkeyman, James Butler, cook, Philip Clibbett, Edward Martenson, J. Aolson, J. Henry, J. Oliver, able seamen, and Ernest A. Breckman, John Rich, George Rich, and C. Murray, firemen, lately employed aboard a certain steamer, 1,480 tons register, which sailed from Barry last August, write complaining that during the voyage to Odessa, out of six A.B.'s aboard two slept in all night and worked all day, leaving only two in a watch, so that the man had to come from the look-out to relieve the wheel, and the man from the wheel to go on the look-out, which he had to leave if anything had to be done. They further assert that the ship was loaded below her mark at Odessa, and was still below her mark when she got to salt water at the entrance to the Bosphorus. This complaint should be looked into by the Branch solicitor or Mr. Pilsoll.

T. Watson Brown, Esq., B.A., LL.B., writes us that he has been chosen as their solicitor by the following Branches:—Grave end, Grays, Tidal Basin, Tower Hill, Green's Home, Rotherhithe and Deptford, also that his successor as solicitor to the Sunderland Branch is J. J. Bentham, Esq., 1, Nile-street, Sunderland (our Sunderland correspondent gives Mr. Bentham's address as 68, John-street, Sunderland). Mr. Brown's office is at 45, Rectory-square, Stepney, London, E.

The Rotherhithe and Deptford Branch meeting was held Sept. 29, at the Chichester Tavern, Lower-road, Deptford, Bro. Watson presiding. There was a good attendance of members. The secretary stated the reason Mr. Sullivan could not attend the Congress was that he was not eligible. It was proposed by Bro. Harbison that Bro. Pembroke be severely censured for backing out of *s. Whitty Abbey*. He being a young member of the Union, it was considered unfair to fine him, but for the future any member who backs out of any ship without a reasonable cause is to be fined accordingly, as it is considered unfair to the men who are willing to go in ships and have to go away shorthanded on that account. Carried unanimously. Bro. M. Connor was elected delegate for the Congress. It was also decided that no person be allowed to join this Branch after Oct. 4 for less than the current entrance fee down; but *bona fide* navigation men, and men in weekly boats trading to London, to be allowed to pay by instalments. It was also decided to have an auditor to audit this quarter's books, and that Mr. Connor be elected.

LIVERPOOL BRANCHES.

At the general meeting of the South End Branch on Sept. 29, Mr. H. R. Tanton was in the chair, and Mr. J. Conway in the vice-chair. The expenses in connection with McKivitt's case *vs.* *President Garfield*, for alleged intimidation was next dealt with, and Mr. J. Rogers moved that "we

recommend the Bootle Branch to consider the matter, as Mr. McKevitt was delegate for the Bootle Branch." Seconded by Mr. M. Doyle. Mr. J. Kelly moved as an amendment, that Bootle and Liverpool share the expense; seconded by Mr. G. Pearson. On being put to the meeting the motion was carried. Mr. A. J. Candler then tendered his resignation as a member of the E. C., and it was accepted. Mr. H. R. Taunton was elected for the E. C. in Mr. Candler's place. Moved by Mr. J. Conway "that we tender the heartiest thanks to Mr. Candler for the services he has rendered to the Union as an E. C. member"; seconded by Mr. M. Boyle, and carried with acclamation. Three shipwreck claims were then handed in by Messrs. Akerland, Simpson, and Fraser—shipwrecked in the s.s. *Portuense*. Fraser being 28 weeks in arrear with his contributions, the members decided not to entertain his claim, but it was moved by Mr. J. Rogers that the claims of Simpson and Akerland be paid, according to rule; seconded by Mr. C. Conneley, and carried. Mr. C. Conneley then stated that he wished to go to sea in the s.s. *City of New York*, rather than act as an outside delegate, until the case *Wilson v. Hornsby* came on at the Assizes, but he would be ready to give his evidence when required. Moved by Mr. J. Hall, that "we accept the resignation of Mr. Conneley, and we appoint Mr. Mills in his place; his services having to be retained on the case of *McKevitt v. Keeler*." This was seconded by Mr. Candler, and carried. The delegates then gave in their reports. Mr. Candler moved that a vote of confidence be passed in Mr. Wilson, the general secretary, seeing that parties are going about trying to damage his reputation. This was seconded by Mr. E. Logan, and carried. The meeting then ended.

The Bootle Branch held its weekly meeting on Tuesday, Sept. 30, Mr. O'Hare, president, in the chair, Mr. McDonald in the vice-chair. A member of the Branch was hurt in one of the Gulon's steamers, and had an action pending against the company for damages. The case will not be tried till Oct. 23. The doctor won't allow the man to go to work, and he applied to the Branch for assistance. Mr. Chas. Ham moved that a loan of £1 per week be granted to Mr. Fleming till his case comes off, when the solicitor can stop all moneys lent out of the damages. This was seconded by Mr. McGovern, and carried. The next business was the case of Mr. T. McKevitt, delegate for this Branch. In the execution of his duty he had occasion to board the s.s. *President Garfield*, to see who were Union men and who were not. He found that the donkeyman was a non-Union man, and he asked him to join. The donkeyman summoned Mr. McKevitt for intimidation, and he has been committed to the sizers. Mr. Ham moved, and it was resolved, that every assistance, both monetary and otherwise, be accorded to Mr. McKevitt to help him in his case, as he was only doing his duty. The next business was the election of an executive councillor, in the place of Mr. McKevitt. Mr. M. O'Hare was elected by a majority of 4. In the case of J. O'Brien and E. Tobin, two members of this Branch, who missed their passage in the s.s. *British Prince*, Mr. Ham moved that 2s. 6d. fine be imposed upon them, it being the first offence, and that the same fine be imposed upon all Union men who miss their passage. This was seconded by Mr. McGovern, and carried. Wednesday night was then appointed by the meeting to finish going over the rules and giving the Glasgow delegates their final instructions, and it was decided that the committee appointed for that purpose be augmented by the following members:—Mr. A. Hepburn, Mr. Blythyn, and Mr. McDonald. The meeting then adjourned.

BIRKENHEAD BRANCH.

The usual weekly meeting took place on Wednesday, Sept. 24, Mr. T. Griffiths chairman, Mr. H. Standing in the vice-chair. The chairman, in opening the meeting, gave a lengthy address. After some remarks from the secretary and Messrs. Nicholson and Kenny respecting the 10s. levy, and from various members, it was moved by Bro. S. Clegg, seconded by Bro. W. Lewis, and supported by Bro. W. Williams, that the levy of 10s. be inflicted in order to build up a grand fund to fall back upon in case of emergency, and on being put to the meeting was carried. The election of delegates to the annual general meeting resulted in the return of Messrs. T. Griffiths and H. Standing, to represent the Birkenhead Branch at the annual general meeting, after which a committee of five was elected to overhaul the proposed alteration of rules and instruct the delegates previous to their departure to Glasgow. The committee comprising: Messrs. Lewis, Kenny, Farrel, Shepherd, O'Connor and Connolly, the delegates to the Congress being invited to attend. After votes of thanks to the chairman and visiting members, the meeting adjourned at 10 p.m.

GLASGOW BRANCH.

A meeting was held in Typographical Hall, 102, Maxwell-street, on Sept. 25, Bro. J. McInnes in the chair. Correspondence was read from the Knights of Labour, Montreal, on the action of the crew of the Allan liner *Sarmatian* working cargo night and day on that vessel, and also the s.s. *Corean* while a dispute was pending with the longshoremen, severe comments being made on the same; from the Cardiff Branch granting the loan of their banner for the coming Congress; also from Greenock and Dumbarton. The new shore-workers' regulations, as amended, were submitted, and after some criticism by Bro. A. McGregor, and a new clause appertaining to the docking of liners inserted by Bro. C. Roberts and J. Riley, was unanimously accepted. The proposed alteration of rules for discussion at the annual convention was next gone into, the secretary explaining the proposed amendments, etc., appertaining to the Glasgow Branch. Bro. H. Barclay had the fine imposed on him for losing his ship remitted, explanations having been given that owing to circumstances he could not go in the vessel. This closed the meeting.

PORT GLASGOW BRANCH.

The usual fortnightly meeting was held in the Boilermakers' Hall on Tuesday, Sept. 23, the president, Mr. Seamon Williams, occupied the chair, and there was a good attendance of the members. The secretary was instructed to record the hearty appreciation with which the members looked upon the services rendered to the Branch by Mr. Donnelley, the late secretary, and while regretting that they had lost the services of an efficient and trustworthy servant, they hoped that by the transference of Mr. Donnelley the cause of the Union would be benefited. An animated discussion took place regarding a practice prevailing in this port amongst the shipwrights of taking new ships down the river on their trial trips, and also of being guilty of shifting vessels while in harbour. It was ultimately resolved that the Shipwrights' Association be asked to receive a deputation to lay the whole matter before them. This the Shipwrights' Association agreed to do, and appointed Friday, Sept. 26, as the date upon which we would meet them. With that interview we have every reason to feel satisfied, as (although not having the official intimation to hand) they have conceded all our demands, and have promised to refuse in the future to infringe on our work, a resolution that will enable our men to obtain a larger share of work than has hitherto been the case. On account of Mr. S. Williams being appointed delegate he resigned the office of chairman, and Mr. John McArthur was appointed in his place. Mr. McArthur was also appointed as the representative for the Branch to the annual general meeting. The Branch agreed to reply in the affirmative to a question sent them by the Trade Council as to whether they would assist in forming a Union for the factory girls. This was agreed to with great enthusiasm.

GREENOCK BRANCH.

The usual meeting of this Branch was held in the Reading-room on Tuesday evening, Mr. A. Marshall, president, in the chair. There was a fair attendance of members. Several items of correspondence having been read and disposed of the meeting proceeded to the election of a delegate to represent the Branch at the annual meeting. This gave rise to an unnecessary amount of discussion, the meeting at times bordering on defiance of the chairman's ruling. Ultimately order was restored and Mr. W. Martin was elected by a good majority. A very important matter was now brought before the meeting and discussed at considerable length, viz., that a deputation be sent to the Dock Labourers' Society asking their co-operation with the Union in all matters pertaining to the success of both bodies. The members appointed were the secretary, and Messrs. Buchanan and Fullarton, who were instructed to arrange for the meeting as soon as possible.

DUNDEE BRANCH.

A special general meeting was held on Monday night for the purpose of electing two delegates to represent the Branch at the forthcoming Congress to be held in Glasgow. Mr. A. Robb and Mr. P. Fleming were elected. A. McDonald was elected executive councillor by a large majority. It was decided to pay Mr. Divine who had been engaged for a few days distributing bills in the interest of SEAFARING and Union matters 15s. Mr. Gunn stated that if members who attended committee meetings were paid, it would cause them to take more interest in committee matters. He moved that members attending committee meetings be paid for their services. This resolution to be placed on the agenda paper, and be remitted to the next executive meeting for their consideration.

BRISTOL BRANCH.

A meeting of this Branch was held on Monday, Bro. Jos. Phillips presiding, Mr. Gardner, district secretary, being also present. There was a very large attendance. The minutes were read and adopted, with a strong protest against the London members bringing the Australian liners *Port Pirie* and *Caroline* by the double run and working by them while in the basin. Mr. Gardner promised the matter should have his serious attention, with a view to stop the practice. It was resolved that the Branch send one sailor and one fireman to represent it at the Glasgow Congress, Bro. Jos. Phillips as the sailor, and Bro. J. Stanley as the fireman. Mr. Gardner addressed the meeting in a very sound practical speech, calling especial attention to our position to-day and hopes for the future, resuming his seat amidst rounds of applause. As to the many matters which will be brought before the Congress, the Branch delegates were especially instructed to vote in favour of a reduction of the entrance fees to 20s., the present rate being held to be detrimental to the advance of the Union; also to oppose the legal eight hours day. Bro. Rees, representative on the Local Marine Board, reported that he had sat that day in the cases, two mates and one engineer, for misconduct and drunkenness, their tickets being suspended in one case for three months and the other two four months. The secretary reported a visit from Mr. Cowie, editor of SEAFARING, and stated he had rendered him all the aid he could in the object of his visit—viz., to awaken the newsgents to take up SEAFARING. The Branch vote to the Australian Strike Fund £10, and a voluntary collection sheet has realised £2, in addition to 25s. collected and forwarded through the Bristol Trades Council. The Branch is pleased to report that their secretary, T. J. Dancy, has been elected one of the labour representatives on the Bristol Conciliation and Arbitration Board. Shipping here has during the past fortnight been very good, not enough men to fill up crews without a ship coming in and men signing again immediately. The following resolution has been passed at this Branch: "Any member backing out of his ship after signing to be summoned before a Branch meeting, and if a just reason cannot be given he shall be fined accordingly." A vote of thanks to the district secretary, Mr. Gardner, brought the meeting to a close.

MIDDLESBROUGH BRANCH.

The general meeting was held in the Market Hotel, on Monday, Sept. 23, the president in the chair, the vice-president in the vice-chair. Two run-out members were dealt with, each being ordered to pay a fine, entrance fee, and all arrears. After several other items of business had been dealt with, the secretary asked permission to lay a case before the meeting which he never wished to see again in the port of the Tees. He said that during the time the Trades Demonstration in aid of the medical charities of the town was taking place on Sunday, it was reported to him that a steamer was coming up the river laden with deals from the Baltic, and she was on her beam ends. He sent the outside delegate to ascertain where the ship was going, he came back and reported that she was in dock. The secretary then went in search of a photographer, but could not get one. He then thought of a gentleman who had photographed the seamen in passing his window during the demonstration. He went and asked that gentleman's assistance, who gave it willingly. They proceeded to the dock where they found the steamer. She proved to be the s.s. *Mercuria*, from Boldera, Russia, and in such a state that had she experienced any bad weather, in his opinion, and many others who had seen her agreed with him, there would not have been a man left to tell the tale of how she went down. Several members who had seen the ship bore out the statement. The secretary said he was having photographs done which would be forwarded to the proper quarters for future use. The meeting then adjourned.

ARKLOW BRANCH.

The first meeting of this Branch was held at Mr. P. Bolgers, Main-street. There was a good attendance. Bro. Esmond presided, and spoke at some length on a dispute the men have. Outside the Union the wages were £3 5s. a month. Coasting men want £3 15s. The owners offered 5s., but the men will not accept it, so one of the owners shipped a scab crew for the *Levenia*, lying in Wexford. The meeting then terminated.

TORQUAY BRANCH.

A Branch of the Union has been opened at Torquay, which will include Torquay, Dartmouth, Brixham, and Teignmouth. Mr. W. H. Satterfield has been appointed secretary.

ABERDEEN BRANCH.

At a special meeting on Sept. 25, Mr. Robert Rae, president, in the chair, there was a good attendance of members. Two circulars were read from central office, one requiring the election of two delegates to attend the Glasgow Congress. The two elected were Robert Rae and Andrew Buchanan. Circular No. 2 requested the Branch to nominate for the Central Executive for the district. Two were nominated, Messrs. H. Munro and Farquharson. As the Branch would not be justified in putting forward but one nominee, it was resolved that a vote by ballot be gone on with and the one receiving the largest number of votes to be put forward for the suffrages of members of the Congress.

On Sept. 29 the regular weekly meeting of the Branch was held, Robert Rae, president, in the chair. There was a very large attendance of members. Minutes of special meeting were read and adopted. The first matter under discussion were complaints against seven of the members, six of whom had failed to turn up to their work at the hour appointed for sailing, and the seventh with being in a state of intoxication when joining his vessel. Five of these were ordered to be fined 5s., being a first offence, and the other two were summoned to appear at next Branch meeting and there answer the charges made against them. Mr. Andrew Buchanan, one of the delegates, next suggested that five of a committee be appointed to go over the proposed amendments to rules, for the purpose of enabling the delegates to vote in accordance with the mind of the Branch, and, further, that a special meeting be convened on Friday evening, Oct. 3, to submit as far as practicable these amendments. It was further resolved that the two delegates, when in Glasgow, use their best influence with Mr. Plimsoll to get him to give Aberdeen a visit some time soon to address a public meeting, to create as far as possible a healthy public opinion upon questions relative to the well-being of seafaring men. This concluded the meeting, which on the whole was fairly enjoyable.

GOOLE BRANCH.

Mr. W. Field has been elected as delegate to represent this Branch at the annual meeting at Glasgow next week.

HULL BRANCH.

The usual Branch meeting was held on Sept. 30. A complaint was read and discussed from the crew of the s.s. *John Sanderson*, and the secretary was directed to communicate with the owners on the subject. He was also directed to advertise in SEAFARING. Olaf Harp, a member of the Dundee Branch, who had obtained money from the Hull Branch, and having left his advance note as security, stopped the note, though he sailed in the vessel—the s.s. *Derwent*. Messrs. Redfearn, Ward, and Chafer were elected delegates to the annual Congress at Glasgow, and Messrs. Begg, Redfearn, and Lawday were names of those nominated for the Executive Council. The Branch is to take part in a church parade on Oct. 5, during the sitting of the Church Congress. A resolution was passed that the half-yearly contributions to the Trade Council be paid. A medal, in recognition of services rendered to the Union, is to be presented to Mr. S. Begg.

Mr. Begg, treasurer, has this week been presented, on behalf of the members of this Branch of the Seamen's Union, with a gold medal as a token of appreciation of his services to the Branch in particular and the cause of the Union in general. Mr. Begg has well deserved the honour that has been conferred upon him.

The Hull Fishing Vessel Engineers' Branch has been established about five months, and now numbers 153 members. When the Branch was opened the steam trawlers sailing out of Hull only carried two men in the engine-rooms, the said men having to look after the engines, fire the boiler, and trim their own coal. This was considered too much, so the men opened communications with the N. A. S. and F. U., with the result that a Branch was opened. The Branch was scarcely on its feet when the men, acting on the advice of the secretary, refused to work the triple compound jobs without a trimmer was carried. This move was successful, and all that class of vessels got a trimmer. This was followed a few weeks ago by the men unanimously demanding that a trimmer should be carried on all the steam fishing vessels. Arrangements were made for a deputation from the men to meet the owners, with the result that after a couple of meetings the demand was conceded, the men sacrificing the 5s. per voyage that they got between them as trip money, and the owners agreeing to employ a trimmer on all vessels large or small. There appears to be a growing feeling

both amongst the owners and the men that it is time the Board of Trade took up the question of the engineers of this class of vessels, and issued a certificate of competence to the men in charge of the engines. At our last Branch meeting a resolution was passed directing the secretary to draw the attention of the President of the Board of Trade to this matter.

LEITH BRANCH.

Nothing of importance having occurred since the dispute on the s.s. *Moravia*. On Tuesday, Sept. 23, a general meeting was held in the Lifeboat Hall, when Bro. R. Allen presided over a good attendance of members. The usual routine business having been transacted, the nomination of representatives to the annual general meeting was next brought forward. It was agreed that a special meeting should be held on Thursday evening. A letter was read from the general secretary with some sound advice, and it was suggested that members should pay up their levies as soon as possible. It being almost a year since our solree was held, a member suggested that our second should be held as near the last date as possible, but it was thought that it was too early to hold it, seeing the annual general meeting was so close at hand. After some minor business had been disposed of, it was agreed to adjourn the meeting.

On Thursday, Sept. 25, a special meeting was held for the election of representatives for the annual general meeting. Bro. R. Caldwell, vice-chairman, presided over a good attendance. Brothers Allen and Green were declared elected, and the question of instructions for the delegates was then taken up. It was agreed that the banner should be sent to Glasgow, also that on Oct. 11, two men be sent to carry the banner at the demonstration. The meeting was shortly after adjourned.

NEWCASTLE-ON-TYNE BRANCH.

A general meeting was held Sept. 26, at Lockhart's, Mr. Errington in the chair. Mr. G. Jackson asked various questions of the chairman relating to his absence from past meetings. Mr. Errington said he was often at work when he would like to be at the meetings. He had a wife and family to support, and could not neglect his work to attend. Mr. Jackson considered that he should send a note when he could not attend. Mr. Barlow moved the suspension of standing orders, to enable Mr. Neilson to make a complaint against the delegate of the Labour Union in the yard where he worked. Mr. Neilson said he had always supported the N. L. Union, and would continue to do all he could to assist them, but the coercive policy they were using now would tend to alienate the sympathy of other Trade Unionists from them. He had succeeded in getting work as a foreman slinger at South Shields, and although he was a member of the Sailors' Union, the delegate said he must join the Labour Union. He would like the secretary to say if any thing could be done to prevent the action of the labourers. Mr. Mansell said his advice would be for Mr. Neilson to join the Labour Union under protest, and if the members instructed him he would inquire into the case and try and get a settlement. Mr. R. Palmer moved that Mr. Mansell inquire into the case; carried. Mr. J. J. Harris, secretary of the Trades Council, said he did not wish to detain them, and would only tell them what the Trades Council intended doing in the event of Messrs. Darby and Abbott coming to Newcastle to start a rival Union. He, as secretary of the Trades Council, wished to let the members of the Sailors' Union know that it was the intention of the Trades Council to assist Mr. Mansell in his endeavours to prevent any bogus Society appearing in Newcastle—(hear, hear)—and he hoped the members of the Newcastle Branch would also assist their secretary in doing this. (Hear, hear) Mr. G. Jackson and Mr. Errington had a heated discussion, after which the meeting terminated.

A special general meeting was held Sept. 29, at the Grapes, Iron Side. Mr. Errington presided, and said that the meeting had been called to discuss the 10s. levy. Mr. Harris and Mr. Stewart addressed the members, advising them (if the levy was necessary) to pay it. All Trade Unions had levies, and they tended to strengthen their strike funds, and also let the employers see they were willing to help themselves by providing a fund. Mr. G. Jackson said he did not think a levy necessary, as there was no strike at present. Mr. Timlin also said that the Green's Home Branch had decided not to pay the levy. He was present at their meeting last week, and he heard it stated that the Green's Home Branch had £2,000 management funds, and he stated that the amount had accrued out of one halfpenny per week per member. Mr. Mansell said he would not contradict Mr. Timlin, but it was impossible for them to have such an amount out of one-tenth of the contributions.

He thought Mr. Timlin had misunderstood what had been said. At any rate Mr. Timlin's statement should be published, and he (the speaker) hoped it was correct. He would like to see every Branch with £2,000 management fund. (Hear, hear.) But that had nothing to do with the levy. The levy was to provide a separate fund for protection against any raid that may be made upon the Union by shipowners, and he hoped the Newcastle Branch would not be behind other Branches in this important matter. But it was left entirely in their hands. They had heard the advice of Mr. Harris and Mr. Stewart, and he hoped they would accept that advice. Of course, the matter had to be discussed at the next meeting, when he hoped to see the hall full. (Hear, hear.) A resolution that the levy be imposed was put to the meeting, and lost by a majority of two. Mr. Mansell said before the meeting concluded he should like to say a few words in reference to members who had been injured on board the man-of-war *Katoomba*, an Australian vessel. The firemen who were injured are members of the Union, and some were most seriously injured. The names were—Michael Wynne, Robert Dolman, G. Richardson, Wm. Scott, Thomas Laws and Wm. Christie. We heard a great deal of talk about the bravery of some firemen who lost their lives at a fire in Newcastle. But nothing had been said as to the condition of the men who were injured by the accident on board the *Katoomba*. These men were battered down in the stovehole and had no means of escape. Some of the men stuck to their duty, trying to close the furnace doors, till the flesh was burnt off their bodies, and these men are entitled to as much solicitude, and the bravery they showed was as deserving of honour, as the men who lost their lives doing their duty. He hoped the members present would show their sympathy to the injured men by trying to assist them as much as possible during the time they are unable to work. (Hear, hear.) A vote of sympathy was passed and the meeting closed.

GRIMSBY BRANCH.

At the usual weekly meeting on Sept. 29, the Branch president, Mr. G. T. Brook, in the chair, the minutes and accounts were approved. The accounts for the quarter ending Sept. 27 were considered highly satisfactory, the result of the quarter's working being a clear surplus of £105 8s. 8d., exclusive of non-locals, with an increased membership of 146. On the motion of Bro. Dennis, seconded by Bro. Jackson, it was resolved that the donkeymen of the local hosts be supplied with a copy of the resolution agreed to by the manager respecting their overtime. The remainder of the resolution affecting the sailors was agreed to, on the motion of Bro. Hedgecock, seconded by Bro. Shipman. It was resolved, on the motion of Bro. Wall, seconded by Bro. Crammer, "That the Branch support the application of the *Oldham's* fireman for another hand." We are glad to state that this application has been conceded by the general manager, the negotiations being conducted throughout in an amicable and conciliatory manner on both sides, the most pleasing feature being that the men were allowed a fair and impartial hearing, their secretary being also present during the conference, and so long as our grievances are so courteously listened to, and as readily settled, nothing will be wanting on the part of the Union officials and the members to see that the Continental traffic of the Company is in no way impeded or obstructed. The poll for the election of delegate to Glasgow was then read out by the secretary, the result being as follows: Mr. G. T. Brook 53, Mr. Wm. Stone 36. Mr. Brook was declared duly elected, and briefly returned thanks for the honour conferred on him, and assured the members that he would do his best for the Union at large in the forthcoming deliberations. This concluded the business of an orderly and well-conducted meeting.

SUNDERLAND BRANCH.

The usual weekly meeting Sept. 29, Mr. W. Ainslie in the chair, was held an hour earlier to get through the ordinary business to attend another meeting. Messrs. J. Budd, Geo. Hendry, and J. Cathey were elected to represent this Branch at the annual meeting at Glasgow, and the Branch voted their usual donation to the Volunteer Life Brigade at Sunderland.

DUBLIN BRANCH.

SEAFARING may now be had from the redoubtable Davy Stephens, of 26, Upper George's-street, and the Kiosk Railway Station, Kingstown. Davy is an original character that is liked by all, from the prince to the commoner. His life is worth reading; it is a case of truth more wonderful than fiction. It can be had for 3d. from Davy himself. Don't miss calling for SEAFARING, as it is useful for all mariners.

WHITSTABLE BRANCH.

A general meeting was held in the Club Rooms, Harbour-street, on Friday, Sept. 26, Bro. Gammon (president) in the chair. The shipwreck claim of Bro. Edward Simms was considered. He having explained satisfactorily to the committee as well as to the members the legality of his claim, it was proposed by Bro. Weston, seconded by Bro. Mole, that he be paid; carried unanimously. The president then paid the claim to Bro. Simms, who thanked the members. Instructions were then given to Mr. Gammon concerning matters to be discussed at the Congress. It was unanimously resolved to have the flag pole fixed on the office and club room with as little delay as possible.

NORTH SHIELDS BRANCH.

At a well attended meeting of this Branch, Sept. 29, at the rooms, 8, New Quay, with Bro. John Nicholson in the chair, after the general business was gone through we then set about appointing two delegates for the annual Congress in Glasgow, Bros. John Nicholson and Charles Wood were duly elected. After a deal of discussion on the proposed alteration of rules, it was moved the meeting adjourn at 9.30 p.m.

SOUTH SHIELDS BRANCH.

A correspondent writes: "Much surprised to see that delegates and officers of this Union should be so shy in wearing some distinguishing mark to show what and who they are, I just send you a photo to see if you approve of this style of uniform, as we have been wearing it some months now, and there has never been any objection to wearing it by officers or men. In fact we are proud of it. So if we can manage to have this uniform throughout the Branches it will be good for all concerned. Perhaps small Branches might be able to have the cap with national badge and N. A. S. & F. U. This, along with SEAFARING, is the success of this Branch. If with your kind approval, you find a space in SEAFARING on Congress week, it will benefit the cause a little, and be the means of taking some of the sea shyness off the members."—The photo referred to is that of Messrs. Clement and Cowie, in neat uniforms, which seems very suitable.

The general weekly meeting was held at the office, Mill Dam, the president in the chair. The secretary stated that he had invited nine of the members to attend the last committee meeting, to take into its consideration the agenda paper for the annual Congress of the Union at Glasgow. Seeing that there was to be a great change of the rules, and that South Shields was a large Branch, they will have to take an active part. One of the members was nominated for the Executive Council. Several complaints were raised with regard to the local weekly boats, and a resolution was passed in reference to the management of these boats which will be a benefit to both parties, and will stop a great deal of friction. The secretary submitted a resolution which was recommended by the committee in reference to the South Shields Branch of the Gas Stokers' Union, to admit their members to the Branch on the same terms as were offered to the Tyneside Labourers' Union, but which they would not accept. It was carried unanimously. It was announced that the quarter was ended, and we required two auditors for the books, and it was decided that two of our oldest members and solid Union men audit the books, and commence work at once.

ROTTERDAM BRANCH.

The weekly meeting of this Branch was held in the Dock Labourers' Hall on Thursday, Sept. 25, Mr. C. W. Brown in the chair. The attendance was very good. The chairman referred briefly to the progress of the Branch, and urged all the members present to induce as many as possible to join our ranks quickly, as in a short time the entrance fee would be raised, and if seamen lost the opportunity it would be their own fault. Mr. E. Donnelly, district secretary, then addressed the meeting, the subject of his address again being the aims and objects of the Union. He pointed out the many concessions advantageous to seamen and firemen obtained by the Union, and urged upon those present to be steadfast in their adherence to the true principles of Trade Unionism. It was reported that during the late strike at Southampton every effort was made to obtain seamen here for the various companies sailing out of Southampton. Among others who had been asked to go were some members of the Home Branches. Having heard of the trouble in Southampton they went about with the agents, and by that means had a chance of seeing all those who had been engaged to go, to the number of 60. But the agents were equally surprised when the hour of departure arrived to find that they had all to a man changed their mind and refused to

go. At the close of the meeting Mr. Donnelly was awarded a hearty vote of thanks, to which he suitably replied, and the meeting dispersed.

ANTWERP BRANCH.

A meeting of this Branch was held on Tuesday, Sept. 23, in the Workers' Hall, 146, Deppe-street. Mr. C. W. Brown addressed the meeting on the advisability of forming an International Union. After which Mr. E. Donnelly spoke, setting forth the rules of the N. A. S. and F. Union, and concluded by urging on all present to pay their arrears, as any who were in arrears when the transfer was complete, would be required to pay the full entrance-fee to the Union. The president next addressed the meeting, and stated that the committee had decided on going over to the N. A. S. and F. Union, and asked those present to endorse their action as was done on the last meeting night. This was unanimously agreed to. Two delegates were appointed to attend the annual meeting of the N. A. S. and F. Union to be held in Glasgow in the first week of October. It was also agreed to send their beautiful banner along with the delegates. A member then asked if Mr. Donnelly would be at the annual meeting, as if he was there he might be able to express the minds of the members more fully than the delegates. Mr. Donnelly promised he would write to the general secretary on the matter. A member then moved that "We, the members of the Antwerp Union, return to Mr. J. H. Wilson our sincere thanks for having offered us the means of helping in the fight for freedom." This was heartily carried, the meeting dispersing with cheer after cheer for Messrs. Wilson and Donnelly and the International Union.

THE AUSTRALIAN STRIKE.

By the latest intelligence from Melbourne, the employers have issued a notification stating their willingness to agree to a conference with the men, provided that the lines of the manifesto drawn up at the Pan-Australian Employers' Conference, recently held in Sydney, be previously accepted. They also insist that the conference shall be international.

The employers of labour at Sydney have declined to enter into any conference with the men until the negotiations in Melbourne are concluded. The reply of the strike committee to the employers' conditional offer to confer, regrets that the proposal is hampered by unnecessary conditions. The strike committee consider that the principles of the employers' manifesto are of such a general character that they would not be justified either in accepting or rejecting them. They are willing to meet and discuss the matter amicably. The employers are considering their answer. A numerously attended meeting of the presidents and officers of the various Labour and Trades Unions was held on Sept. 25, at which resolutions were adopted expressing confidence in the leaders, and giving them power to act. It was also resolved that all Union men who were at work should contribute a day's pay weekly to the strike fund.

At Liverpool, this week, Thomas McKevitt, delegate of the National Sailors' and Firemen's Union, was committed for trial upon a charge of intimidating William Keeler, a fireman on board the steamer *President Garfield*, lying at the docks.

TWO SEAMEN DROWNED.—While the steamer *Ananda* was leaving Wick for Stettin the other afternoon, two of the crew, named Alexander Miller and John Houston, both residing in Wick, were drowned. Houston fell overboard when taking in a fender, and Miller jumped after him to effect his rescue. Both sank and were drowned.

PERSUADING A FIREMAN TO DESERT.—At the Liverpool Police Court on Sept. 23, John Doyle, a boarding-house keeper, appeared in answer to a summons charging him with having, on April 8 last, unlawfully attempted to persuade John McCann, a fireman belonging to the British steamship *Alderley*, to desert the said ship. Mr. Raffles fined defendant 40s. and costs.

SUFFOCATED ON BOARD SHIP AT CARDIFF.—At the Cardiff Town Hall, on Sept. 24, Mr. Coroner Reece held an inquiry respecting the death of James Avis, a seaman, who died on the previous Monday afternoon, while endeavouring to rescue one of his colleagues from a tank, in which gas had accumulated, on board the steamship *Harrogate*, which was undergoing repairs in the Bute Dry Dock. The jury returned a verdict of accidental death, appending a rider to the effect that all such tanks should be tested for impure air previous to the workmen being allowed to enter them.

WHAT A NEWSPAPER DID TO HELP THE SAILORS.**PROTECTING THEM FROM RUNNERS.**

"Poor Jack," over whom more sympathy and commiseration have been lavished by well intending persons of a philanthropical bent than any other member of the working community, is now about to be subjected to another experiment which is expected to sober him up and raise him out of the degradation into which he is understood to have fallen.

This time it is an attempt to reform the sailors' boarding-houses, and the moving power is the Sailors' International Union, which has its headquarters in this country in Boston. The Union has heretofore not felt called upon to minister to needs of sailors in Philadelphia in the elevating line, and its decision to establish a Branch at this port is of very recent date.

IT STIRRED UP BOSTON.

Some weeks ago the *Inquirer* published a lengthy interview with Watson D. Mull, the well-known shipping master, in which that gentleman expressed himself forcibly upon the difficulties which captains experience in shipping crews at this port owing to the arrogance and bull-headedness of the foreign sailors who swarm here. He also took occasion to criticise the laws, which are so lax as to permit ignorant seamen to dictate to their captains, and he drew a by no means fanciful picture of the condition to which the local seafaring community has been reduced by the accumulation of hordes of brutal, tricky foreign sailors, whose main object seems to be to so take advantage of our lenient laws as to give as much trouble and annoyance to captains as possible, to the utter demoralisation of all discipline and order on board ship.

As soon as the *Inquirer's* article was read in Boston it stirred up the Sailors' International Union to move upon Philadelphia and endeavour to interpose a barrier between the grasping shipping masters and the ravenous boarding-house keepers, who are supposed to be responsible for the condition of affairs depicted by Mr. Mull. The Union declares its intention of acting, at least partially, in place of the shipping agents at this port, and securing employment for its members directly from the captains of vessels. The officials of the Branch just located in this city say that this action is rendered necessary by the extortion practised upon sailors at certain times of the year by the shipping agents.

TO HELP THE SAILOR.

The object of the International Union, as set forth in its constitution, is to secure employment for its members, to establish homes in all ports where it is deemed advisable, to endeavour to provide a better class of men for the mercantile marine, to have laws enforced for the prevention of overloading and undermanning, to make shipowners man vessels with competent crews, to establish reasonable hours of duty, and maintain fair wages and other like aims. According to its secretary, Arthur Van Hove, the sailor is abused by everybody in the business, not excluding himself, and gets hard knocks on all waters, alike from landlubbers and seadogs. The shipping agents, who act as intermediaries in the employment of seamen, are, it is charged, in the game to defraud the sailor, and the Union proposes to take a hand to help him to a little fair sailing.

Late in June a strike was declared among the seamen of this port for an advance in wages to 1 dol. a day. They had been receiving 25 cents a month. The shipping agents, so the Union men say, have been doing their best to make the strike end in failure while professing friendship for them. In order to accomplish their wishes they have employed non-Union men at the wages demanded by the Union, and have exerted themselves and used stratagem to get Union men to work at the former rates. But this is not the only cause for resentment. The shipping agents, so Van Hove asserts, in the season when seafaring labour is plenty, make the men pay them for being shipped. The agents are employed and paid by the captains to secure crews. If what the Union's secretary says is true, they make the men whom they select pay also.

GULLED BY RUNNERS.

But bitterly as they feel toward the shipping agents, the Union sailors cherish a deeper ill-will for the society of boarding-house keepers, and the Union contemplates selecting boarding-houses for its members in order that they may escape the extortion of the boarding-houses. It is said that the keepers of these sailors' boarding-houses plunder the seamen without stint or scruple. They employ runners, who board vessels down the river and pick up out of the crew hapless boarders. The

r mners use upon the crew all the arts of persuasion known to such people, including the all-powerful whisky bottle, which seldom fails to clinch the argument.

When bagged the bird is brought to the boarding-house. He pays 7 dols. a week board, and is charged with incidentals which run up his score considerably higher. A vessel is found for him, and money advanced on this new engagement. He gets the money not in cash but in a note made payable to the boarding-house keeper. After he has been on land two or three days his vessel sails, but he is charged with a week's board and finds his advance money all consumed. Mr. Van Hove says he was once in New York in this manner swindled out of 40 dols. advance money in payment of two days' board. It is, he says, a common practice in boarding-houses. Not only that, but more direct forms of swindling are employed. Sailors strange to this port sometimes lose all the money they have saved. The traditional sailors' thirst for strong drink is made the means of emptying his pocket; not that he drinks it all, but because in his drunkenness it is filched from him.

These boarding-house keepers must be very wicked men, if all the hard things hurled at their heads by secretary Van Hove have any truth in them. These seafarers appear to be regarded as the legitimate prey of these landsharks. The little he makes in his life of hard work and ill-usage is voraciously swallowed. Now the Sailors' Union is casting about for suitable boarding-houses, where the men will be fitly lodged, given enough food, and not worked out of all they make. Only a small force of men are laid up here now, by far the greater part of Philadelphia seamen having shipped, so Mr. Van Hove says, at Union prices.—*Philadelphia Inquirer*.

SAD TALE OF THE SEA.

LOSS OF A VESSEL AND TEN LIVES.

The Royal Mail steamship *Tagus*, which arrived at Plymouth on Sept. 23 from the West Indies, landed 16 of the crew of the Liverpool steamer *Portuense*, which foundered during a cyclone on Aug. 28 in lat. 21 N., long 63 W., about 250 miles from Barbadoes. The *Portuense*, which was owned by Messrs. Singlehurst & Co., of Liverpool, was of 939 tons register, and left Liverpool on May 24 for the Brazil. She was on a voyage from Baltimore to Para with a general cargo when, on the afternoon of Aug. 27, she encountered a cyclone, which increased in force as the night advanced, the result being that the derricks were broken, and the hatches battened down. During the night the boat-swain was killed while endeavouring to lash some water barrels together, and two others of the crew received such injuries that they were incapacitated from work, and on arriving at St. Thomas, were removed to the hospital. All the boats, with the single exception of the starboard lifeboat, were smashed and rendered useless. About six o'clock on the morning of Aug. 28, the remaining boat was launched, and 21 out of the total of 29 hands embarked in her. Tinned meat and water were taken into the boat, and the first officer, it is said, was killed when leaving the boat for the purpose of obtaining a further supply of water. The lifeboat being overlaid, one of the officers called on the men in her to "give her a chance," whereupon two men named Kerr and Wilson sprang back on board the vessel. Just at that moment the rope parted, and the boat was washed away from the side of the ship. Several attempts were made to return to the ship, but in about seven minutes the *Portuense* went down bow foremost, the propellers, some of the crew say, working at the time. It is believed she would have foundered during the night but for the fact that about a hundred gallons of oil were poured on the waters from the bow and amidships. The captain and others of the crew who went down with the vessel could be seen in the rigging before she foundered; but those in the boat were powerless to assist them. The names of those who went down with the ship were:—Captain F. Hews, London; Mr. Hayton, chief officer; Mr. Birkness, Christiansund, third officer; Mr. Dicks, Liverpool, chief steward; F. Dale, of Folkestone, second steward; W. Darry, of Bootle, carpenter; W. Simpson, Edinburgh, boatswain; Mr. E. Evans, Liverpool, chief engineer; E. Kern, of Kirkcubright, fireman; and Wilson, Antwerp, seaman. Shortly after the steamer foundered, the cyclone spent itself, but adverse winds and currents kept the survivors at sea for several days before they reached the Island of Anegada, and afterwards Tortola, whence they were conveyed to St. Thomas, and then sent by the British Consul in the Royal Mail steamship *Solent* to Barbadoes. The survivors who landed at Plymouth on Sept. 25 were:—Mr. J. M. Potts, second officer; Mr. R. Walker, second

engineer; Mr. W. Lace, third engineer; J. Gregory, storekeeper; A. Biswell, fireman, London; M. Judge, donkeyman; J. Porter, second cook; W. Fraser, lamptrimmer; Francisco Fernandez, fireman; A. Parker, messroom-lad; J. Murray and E. Neill, trimmers; G. R. Akerlund, R. Bennett, and C. Freeman, seamen; and J. Kains, cook. On landing they were taken to the Sailors' Home, and subsequently forwarded by train to their homes by Mr. T. W. Hoppings, honorary agent of the Shipwrecked Mariners' Society at Plymouth.

CORRESPONDENCE.

COASTING SAILORS' GRIEVANCES.

To the Editor of "Seafaring."

DEAR SIR,—Would you kindly allow me to mention what I consider a great shame on the part of men discharging coasting steamers to enable them to get away Saturday night or Sunday morning. Do you consider it fair that a steamer arriving on a Saturday should be allowed to sail before Monday morning? Take, for instance, a coal steamer. She arrives, say, midday Saturday or afternoon, and commences discharging. They work until she is finished, which is, perhaps, Sunday morning, for they can easily put out 1,000 tons in twelve hours. Now, the labourers are getting extra money to get that ship away to save Sunday. What about the sailors and firemen belonging to that ship? They have to suffer for the sake of the labourers making extra money. Call that brotherly? There is not a body of men in the world who have longer hours than the crew of a coasting steamer, and get nothing extra for it. What is the good of a home to us if we don't get a chance to enjoy it? I have not been in my home 20 days this 12 months, counting all hours, and not mealone, but thousands throughout Great Britain. This is the cause of so many homes going to ruin, through not getting a chance of enjoying a single Sunday, or even one night in the week, for no one but a sailor knows the influence that getting home to wife and children has in keeping him from temptation. I wonder if the owners of these ships think we have a God to worship as well as them. They will go to church of a Sunday and hear the preacher telling them to remember the Sabbath day and keep it holy, and yet they sit there and know that they have paid men extra money to keep others from enjoying their day of rest, which even the brute beast is allowed. God forgive them. At their doors lies the ruin of thousands through their greed. It makes my blood boil when I think of it. Labourers have their homes to go to when they finish their work, but we have to work a whole week, night and day, and yet the shipowners won't let us have one single night at home. It is indeed very very hard lines. Surely something can be done to remedy this, that we may be able to get a Sunday once in a while with our dear ones at home. Hoping that you will be able to do something through your valuable paper, and our defender, and if so, you will have the blessings of our wives and children for ever.—I am, dear Sir,

A SUFFERING SAILOR.

Goole, Sept. 25, 1890.

OFFICERS AND STEWARDS.

To the Editor of "Seafaring."

SIR,—In the columns of your paper SEAFARING, of last week, I notice a letter from "Second Mate," who, evidently, has a very high opinion of his profession. He talks about people climbing to the top of the ladder. Now, I take it for granted that the steamer of which he is the hon. second mate at present, is, from his own description, of the collier type. Now, does he wish to cram down our throats the absurd idea that a man who passes successfully the several grades of seamanship up to captain must necessarily be a gentleman of refined and superior education, and therefore entitled to have a valet or manservant to wait upon him. "Both." I have sailed with captains and officers who, although good navigators, were as ignorant and uncultivated in their manners as any tramp, and, moreover, their handwriting was so bad that they were ashamed to write their own names, having to employ others to do it for them. I would not grudge officers attendance provided a boy is carried for the purpose. But I think the steward to whom "Second Mate" refers must be a fool, and does not understand his duties on board ship at all, for if he did he would not mess after the officers' room. I think he must be some down-trodden foreigner, or some poor husband with a wife and large family to support, and who is obliged to do something for a living, however menial that something may be.—I am, dear Sir, yours respectfully,

Sept. 29, 1890.

IGNORAMUS.

OFFICERS AND OWNERS.

To the Editor of "Seafaring."

DEAR SIR,—In one of our local morning papers I notice that the Federation of Shipowners is already taking action, by issuing orders to their clerks that, unless they recede from the Ship Clerks' Union, their services will be dispensed with. I also see in the same paper that the master of a certain ship lying in the Millwall Dock was told that unless he carried a Unionist crew, the contracts would be closed against him. The master, upon informing his owners, received a reply to the effect that "We, the owners, are members of, or belong to, the Shipowners' Federation; and instruct their captain to pay all hands off, and lay the ship up if necessary." Evidently the British shipowners are encouraged by the action of the Australian shipowners, to say nothing of their eighty million capital, and the seven thousand shipmasters and officers that were asking for their protection. Now, Sir, I think it becomes us to take action at once, and that action should be in lowering the entrance fee into our camp throughout the kingdom to, say, 5s. for at least two months, for sailors, firemen, stewards, and cooks. The high fee that is charged, especially in our district, is a fine excuse for all blacklegs and backsliders from joining our Society. Besides, I know that there are plenty of men that would enter our camp at once, but owing to the high fee they are debarred from doing so, and consequently so many disputes have arisen between the Union officials and seamen, and unless we get all sailors, or I will say all seamen, that means everybody on board of a ship, masters and apprentices excepted, the Masters' and Officers' Union will make no headway, because it is a well-known fact that shipowners do not tolerate Unionism amongst any of their servants, least of all among their officers. In fact I am sure there are very few officers that will willingly join the Union for this simple reason: if there was no outside pressure used in compelling them to become Unionists, the owners would discharge them at once, and that alone means something to a man with a family, and especially if he has been a long time in one employ, and is daily expecting to be promoted. Hoping, dear Sir, you will find space for this in our SEAFARING, and the subject may be greatly enlarged upon, I beg to remain, yours truly,

A MEMBER OF THE OFFICERS' UNION.
Newport, Sept. 22, 1890.

Letters on "A Stevedore's Grievances," "Sunday Work," "Officers and Organization," "Engineers," "Fishermen's Grievances," and other subjects are held over for want of room.

IMPROPER STOWAGE OF GRAIN CARGO.—At the Berkeley Petty Sessions on Sept. 25, Edward Weston, master of the British ship *Norfolk*, of Liverpool, lying in Sharpness Dock, was charged by the Merchant Shipping Act, 1880, with not taking all necessary and reasonable precautions to prevent grain cargo from shifting. The Bench fined defendant £25, and 14s. cost.

TUG BOAT BRANCH. SAILORS' & FIREMEN'S UNION. NOTICE.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street Poplar, every Wednesday evening.

SPECIAL NOTICE TO UNION MEN
WM. MILLER & CO.,
GLASGOW HOUSE,
VERE STREET, CADDOXTON, BARRY DOCK.
Keep a large and Complete Stock of
SEAMEN'S OUTFITTING
In all its Branches. Advance Notes cashed for it in the Pound. All Goods marked in Plain Figures.
N.B.—Special terms for members of Seamen's Union. Note the Address—
WM. MILLER & CO.,
VERE ST., CADDOXTON, BARRY DOCK.
One minute's walk from Cadoxton Railway Station and Wendev Hotel.

PERCY'S TEMPERANCE HOTEL, ANALBY ROAD, HULL.

Opposite the Excursion Platform, Paragon Station.
MEALS AT ALL HOURS AT MODERATE CHARGES. GOOD BEDS.

Special Accommodation for Officers, Seamen, and their Wives. Private or Public Rooms. Stewards can safely recommend this House to Passengers.

PROPRIETOR—ALBERT PERCY.

Hon. Member Hull Branch N.A.S. & F.U.

N. A. S. & F. UNION HOME, 13, ROBINSON ROW, DAGGER LANE, HULL.

This Home is Conducted on Strict Union Principles.

G. A. HODGSON, Proprietor,

Financial Member, Hull Branch.

SAMUEL BEGG,

Treasurer Hull Branch N.A.S. & F.U.

TURK'S HEAD HOTEL, MYTONGATE, HULL.

CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.

WINES, SPIRITS, BEERS, AND CIGARS OF THE
FINEST QUALITY.

LONDON.

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Mrs. HICKS,

13, JEREMIAH STREET,
Four Doors from Green's Home Branch Office

SAILORS' AND FIREMEN'S UNION BOARDING HOUSE, EDWARD MILTON, Proprietor.

"FORESTERS ARMS."

81, EAST HOLBORN, SOUTH SHIELDS.

ROBERT FINDLAY UNION SUPPLY STORES.

60, GRANGE ST., GRANGEMOUTH
Wholesale and Retail

GROCER AND PROVISION MERCHANT.
Members of the Sailors' and Firemen's Union
supplied at lowest cash prices.

ALL SEAMEN COMING TO HULL, GO TO
WILLIAM HEMINGWAY.

TAILOR, DRAPER, & OUTFITTER,
No. 42, MYTONGATE, HULL
(NEAR THE DOCK).

A Large Assortment of Ready-made Clothes. Oilskin
Jackets and Southwesters, always on hand.

BRISTOL SEAMEN'S CLOTHIER & OUTFITTER, &C.,

W. J. PIKE,
HOTWELL ROAD, BRISTOL,
Honorary Member Seamen's Union.

ADVANCE and HALF-PAY NOTES cashed very
lowest terms; purchases at the time entirely
optional.

Foreign Money Exchanged. No Commission to
Runners.

BRISTOL BRANCH.

NOTICE TO MEMBERS.

The above Branch is removed from
45 to 41, Prince Street. Union flag
hoisted. All communications please
address "41, Prince Street, Queen
Square."

T. J. DANCEY, Secretary.

NOTICE TO UNION MEN.
Union men frequenting BARRY DOCK are
respectfully requested to Board at

MRS. MOONEY'S,

8, HOLM ST., CADOXTON.
(Near Barry Dock.)

N.B.—None but Unionists need apply. Note the address.

WILLIAM GUY, BOARD & LODGING HOUSE, 7, POSTERNGATE (OPPOSITE THE SHIPPING OFFICES), HULL.

THE UNION PUBLIC-HOUSE IN GLASGOW

HEBRIDEAN VAULTS, JAMES WATT STREET.

COMFORTABLE HOME FOR SEAMEN.

Mrs. G. GAWLER'S 19, HIGH STREET, BARRY.

Seamen Boarded by Day or Week according
to Union Principles.

GRIFFITHS' DINING & COCOA ROOMS

41, GREAT HOWARD ST., LIVERPOOL.
(OPPOSITE NORTHERN HOSPITAL.)

Seafaring Men of all Classes will find the above
Establishment the best place to get

GOOD MEALS AT MODERATE CHARGES.
Attention & Civility Guaranteed.

J. J. ROBINSON, MARKET HOTEL, MARKET PLACE, MIDDLESBROUGH.

ALLSOPP'S MILD & BITTER ALES & STOUT.
Choice Wines. Cigars of the Finest Quality.

Middlesbrough Branch Meetings of the Sailors' and
Firemen's Union held at this house.
Meetings of Shipmasters' and Officers' Union also
held here.

MCCANN & CO., LONDON HOUSE, HOLTON ROAD, BARRY.

Seafaring men cannot do better than buy their CLOTHING
at MCCANN & CO.'S. We buy for Cash from the best manu-
facturers, which enables us to give the best value to our
customers. One price; no abatement. The Largest Stock
in the neighbourhood.

MCCANN & CO., London House, Holton-rd., Barry.
Near Victoria Hotel; 4 minutes' walk from Shipping Office.

J. LEWIS, SEAMEN'S OUTFITTER, 54, BROOMIELAW, GLASGOW.

THE "ROSER SYSTEM" OF HEATING AND MAINTAINING THE WATER OF SWIMMING BATHS.

THE RAINBOW ENGINEERING CO.

Engineers & Contractors to H.M. Government.

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S. J. GOWER, PRINTER,

Wholesale and Retail

COMMERCIAL AND FANCY STATIONER,
NEWSAGENT, BOOKBINDER, &c.,

2, MYTONGATE, HULL.

N.B.—Wholesale and Advertisement Agent for
SEAFARING in Hull.

H. PHILLIPS, PAWNBROKER, TIDAL BASIN, VICTORIA DOCK.

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In all its Branches.

MARKET HOUSE WALKER & JOHNSTONE,

GENERAL DRAPERS,

Clothiers, Hatters, and Outfitters,

MARKET SQUARE, NORTH ST., BO'NESS.

Large Stock of Ready-Made of every description
always on hand:
Oilskin Coats, Trousers, Sou'westers, Sailors' Beds, &c.,
Seamen's Outfits of all kinds. Tailoring in all its
Branches, at Lowest Cash Prices.

DAVID BECK,

GROCER & PROVISION MERCHANT

NORTH STREET, BO'NESS.

Members of the Seamen's and Firemen's Union
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A TRIAL SOLICITED

JAMES DYMCK & SON,

Grocer, Ironmonger & Ship Chandler,

PIERHEAD, BO'NESS,

Near Union Office.

Seamen and Firemen supplied with all kinds of
Stores, best quality, at Lowest Prices.

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PRIVATE BOARDING HOUSE FOR OFFICERS ON
BOARD SHIP.

HOME COMFORTS STUDIED. TERMS MODERATE.

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JAMES BRACKEN,

SEAMEN'S UNION

BOARDING HOUSE

182, BROOMIELAW, GLASGOW.

MRS. M. JONES,

Having returned to the Tyne, has opened the

UNION SEAMEN'S HOME,

31, DUKE ST., NORTH SHIELDS,

Where Seafaring men will be treated in strict
accordance with Union principles.

E. A. McDONALD,

OUTFITTER,

32, CLEETHORPES ROAD

GRIMSBY.

A Large Stock of Seamen's Clothing always on hand

CAPTAIN E. DANN,

BOARD AND LODGINGS BY DAY OR WEEK,
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ALSO

SEAMEN'S OUTFITTING STORES,

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Write for Illustrated Guide (229
pages, three stamps).—Now to
open respectively, £20 to £1,000.—
TOBACCONISTS OUTFITTING COMPANY,
Chief Offices, 186, Euston-rd., London,
the largest and oldest complete Tobac-
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£20

TEST THEM FREE OF CHARGE.

WHAT WE ARE PREPARED TO DO.

We are prepared to supply 25,000 clergymen with two packets of FRAZER'S SULPHUR TABLETS for gift and test among sick poor parishioners.

We are prepared to pay postage thereon (25,000 at 3d.), value £812 10s.

We are prepared to supply 250,000 of the general public with samples of FRAZER'S SULPHUR TABLETS, gratis and post free.

We are prepared to pay the postage thereon (250,000 at 1d.), value £1,041 13s. 4d.

A WORD OF ADVICE.

Don't write for the samples simply because we offer them free of charge, nor because your neighbour does. Read our advertisement through to the end, and then decide whether you or yours need or would be benefited by the use of FRAZER'S SULPHUR TABLETS. We do not pose as philanthropists. This is a business offer. We have an article that we know from severe tests and from results achieved will sell on its merits if seen, tasted, and tested. Sulphur is the oldest, the best, and safest remedy for the blood, for the skin, for the complexion, for rheumatism, and for constipation. FRAZER'S SULPHUR TABLETS are composed of sulphur incorporated with cream of tartar and other curative ingredients. They are much more efficacious than sulphur in milk or treacle. This has been proved time and again. They are liked. Men favour them, women hail them as a boon, and children think them as pleasant to eat as confectionery. They benefit all, and are as efficacious and curative as they are safe and agreeable.

TWO THOUSAND POUNDS HARD CASH.

This was the sum we stood to lose, plus the cost of advertisements, if, when seen and tested, FRAZER'S SULPHUR TABLETS had failed to

merit approval. Do us the justice to admit this is a fair test. We supply the samples free. We prepay the postage. All you do is to write a letter, or postcard and ask for them.

WHY DO WE TAKE THIS RISK?

This is what people ask us. We reply, because those who write for the samples afterwards buy packets of FRAZER'S SULPHUR TABLETS by post from us, or obtain them from chemists, stores, or medicine vendors. People likewise recommend and keep the Tablets by them. The consequence is that we sell several hundred dozen packets weekly, and the sale is rapidly growing. This is trade by merit. The public have shown discrimination, and that they can appreciate merit, and it was in firm reliance that this would be the case that we were led to incur this risk.

DO I NEED THEM?

If you have Rheumatism, Yes. They will kill the decomposed and poisonous excess of uric acid in the blood causing the disease.

If you have Constipation, Yes. They are a gentle, safe, and a simple laxative, as suitable for children (in smaller doses) as for adults.

If you have Hemorrhoids, Yes. They relieve the congestion of venous blood at the affected parts, and afford relief.

If you have Ulcers, Scrofula, Scurvy, or other Impurities of the Blood, Yes. They neutralise the blood poisons causing the diseases and expel them out of the system.

If you have Skin Disease or Eruption, Yes. They have a specific curative effect on all such, as they open the pores from internally, and free them from obstruction and disease taint. They likewise "scotch" where they do not kill the disease principle from the blood, which causes Eczema and other diseases.

TEST THEM FREE OF CHARGE!

Write us a letter or postcard, naming SEAFARING, and we will send you samples of FRAZER'S SULPHUR TABLETS gratis and post free.

They are for internal use for the Blood, Skin, Complexion, Rheumatism, and Constipation. They are put up in packets, price 1s. 1½d. (post free, 1s. 3d.), and are for sale by most Chemists and Medicine Vendors.

Sole Proprietors, FRAZER & Co., 29, LUDGATE HILL, LONDON, E.C.

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Is the BEST HOUSE in the EASTERN COUNTIES
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EVERY DESCRIPTION
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SEAMEN'S CLOTHING.
AT PRICES THAT CANNOT BE BEATEN.

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To Members of the National Amalgamated
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All Union Men arriving at or sailing from
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Pawnbrokers' Salerooms & Seamen's Outfitting Stores
8, TOLBOOTH WYND, LEITH,
Where he has always on hand a large stock of New and
Second Hand Clothing, suitable for Seamen, at prices to
suit everyone. Also large quantities of unredeemed
pledges, consisting of Gold and Silver Watches,
Sextants, Optical Goods, Marine and Field Glasses, at
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ARMY & NAVY TROUSERS FROM 1/6 TO 3/6
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NOTE.—L. H., being an authorised agent for the most
prominent Boot and Shoe Manufacturers, purchasers
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N.B.—Members of the Seamen's and Firemen's Union
supplied on Special Terms. Advance notes cashed at
a very small percentage.

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WHOLESALE
CABINET & BEDDING
MANUFACTURER,
70, 72, & 74, RATHBONE STREET,
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Houses Furnished from 10 to 100 gs.

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SPECIALITIES IN
SEAMEN'S BEDDING
PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.

BUSH RUGS & COLOURED BLANKETS
Sent free to any part of the Kingdom on receipt of
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

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SHOULD GO TO

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LONDON, E.,

For Serges, Oilskins, Guernseys, Officers' and
Seamen's Caps and Hosiery.
Hats, Ties, Scarves, Collars, &c., of the Newest
Style.

UNION MEN
SHOULD GO TO THE
CHAMPION PHOTOGRAPHER
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CARTES DE VISITE,
3 FOR 1/6.

HOLLOWAY'S
PILLS & OINTMENT
WORTH THEIR WEIGHT IN GOLD
THE WHOLE CIVILIZED WORLD
HAS TESTIFIED FOR UPWARDS
OF HALF A CENTURY to their
MARVELLOUS EFFICACY
IN EVERY
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